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HERBERT DENT & Co. Canton, 6th June, 1910.

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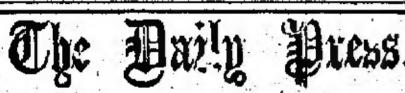
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Hongkong, June 10th, 1910.

INTEREST in British politics is once more revived. The truce which had been called by both combinations of politicians is now at an end, and the struggle to give effect to constitutional alterations, interrupted by the lamented death of King Edward, will be resumed. Is the House of Lords to be ended or mended? That is the question. The peers themselves and Unionists are agreed that it should be mended. The Government wish it to be ended. In such complete disagreement the only logical course is to resort to compromise. The Lords itself. Government's resolve to abolish the Upper Chamber as at present constituted is largely the result of Irish persuasion, and it is doubtful if it has behind it the approval of the electorate. That knowledge should induce the Ministerial party to moderate its demands in this direction, and, given such an indication of conciliation, there is no doubt that it would be met by Unionists, who, while not anxious to seriously tamper with the Constitution, are yet conscious that the House of Lords could be made more useful. Such thoughts suggest themselves when we read that at the opening of Parliament on Wednesday LORD ROSEBERY intimated that he had received an intimation from influential quarters that in view of the death of King EDWARD some "pacification as between the acute demands of the two parties" should be effected. Certainly the loss which the country has just suffered and | Manila.

the deep sorrow which it has occasioned should uplift men's thoughts from the bitterness of strife and make them more amenable to counsels of peace. National grief for the loss of a beloved Sovereign demonstrated the unity of the nation, and if the universal affection for the Throne and the common regard for the Constitution then displayed are not utilised to bring existing disagreements to a close, then those responsible must be regarded as signally failing in their duty. No greater opportunity than the present for cultivating a spirit of "sweet reasonableness" could be desired, and if the suggestion from "influential quarters" is not acted upon one of the mistakes of history will be made. Perhaps the Government are inclined to more. hearken to this counsel. The fact that the PREMIER did nothing more than merely | Society for Blind Girls in China for the year indicate the business to be taken in the 1908-09 affords interesting reading. It is House of Commons during the next few record of good work accomplished on behalf of days leaves it open to infer that further course of action has not yet been decided, and that overtures may possibly have been presented and be under consideration already. If conciliation and compromise be desired, there are several bases on which it could be achieved, and LORD Rosebery's proposals, instead of embarrassing parties, may prove exceedingly helpful. The principles embodied in his resolutions have been accepted by the House of Lords itself, and, as indicating that the peers are prepared to take steps for the reform of the Upper

House of Lords has agreed -(1) That a strong and efficient Second Chamber is not merely an integral part of the British Constitution, but necessary to the well-being of the State and the balance of Parliament.

academic interest. They represent a degree

to expect that, concessions having become

the order of the day, the peers will advance

further than the position they have taken up

under LORD ROSEBERY. At present the

(2) A Second Chamber can best be obtained by reforming the House of

(3) That the necessary preliminary of such a reform and re-constitution is the acceptance of the principle that the possession of a peerage shall no longer in itself give the right to air

These are regarded as a first step only and in the opinion of those who have most closely watched the development of the movement for reconstruction it is not unlikely that the House of Lords will then spontaneously move farther along the path of reform than it is actually invited to advance. Such a manifestation will assure the electorate of Great Britain of the earnestness of the Upper Chamber in its self-appointed work, and should make more feasible the possibilities of compromise. The General Election has been rendered less imminent than it was before the death of KING EDWARD, and it would be well if the question of the constitution of the House of Lords were settled before that appeal to the country is made. The more thoughtful members of the Upper House are well aware that no resolutions, however numerous, and however strongly worded, will possess anything like the convincing effect upon the electorate that the actual introduction of a Bill to reform the Upper House will exercise. The Government has introduced a Bill in the House of Commons which aims at sterilising the House of Lords as a preliminary to its abolition, but, as already indicated, it is doubtful if such a measure would receive the approval of the electors, and, the necessity for reform being admitted on all hands, it should not be impossible to evolve a scheme which would be acceptable to the Government and to the House of

The next gymkhana will be held on Saturday, | Capell and H. Rapp 9-2.

The Colonial Secretary has been informed that Swatow has been declared free from infec-

Seven days' imprisonment and four hours' stocks was the sentence passed by Mr. Wood at the Magistracy yesterday on a native for Bethune, of the Cameron Highlanders, who stealing two bundles of wood from West Point.

For stealing two panes of glass from a house belonging to the Land Investment Company at Yaumati a native was sentenced by Mr. J. R. Wood at the Magistracy yesterday to three weeks' imprisonment and four hours' stocks.

We notice from a Manila contemporary that Mr. Percy Smith, chartered accountant of this colony, has from June 1st entered into partnership with Mr. Fleming, an old and well-known inhabitant of Manila. Mr. Percy Smith, we understand, will continue to carry on business in Hongkong, but will make occasional visita to

Manila seems to be having trouble over its beef supply. The fear exists that there is not sufficient supervision in Hongkong to prevent unsound meat being sent to the Islands.

The tables were turned at Shanghai the other day when a majoo was charged with so driving his pony as to cause \$4.00 damage to a motor car, and was ordered to pay this to the owner of the car.

The Commercial Union Assurance Co., Ltd., report a successful year in the, life, and marine departments. The fire premium revenue reached the record sum of £3,015(161, and substantial increases took place under the other headings. Within a year or two of its jubilee the company has attained to a total premium income exceed. ing four-and-a-quarter millions, apart from the revenues of three life offices separately set out and amounting in all to over half-a-million

The report of the Hildesheim Missionary helpless girls. We note that the Boolety hope to build a home in the interior for the elder girls, where they can, as far as possible, earn their own living under the superintendence of sister, and where the more clever among them. can be trained as teachers. The attention of the public is directed to the knitting done by the girls in the Home.

The board appointed to investigate the sinking of the dry-dock Dewey has fluished its labours and reported its findings by cable to Washington. The board refusing to give out its findings in Manila, the cause of the accident will not be known until the navy department is heard from. Private advices from Olongapo are, says the Cablenews, to the effect that the Dewcy continues to sink desper into the mud. Persons claiming House, the resolutions possess more than an to be in a position to know state that the entire bottom of the Dewey is gone, through corresion, of progress, but it does not follow that that and that the chances of raising the dock are progress is limited, and it is not unreasonable daily growing worse.

BOYS' BRIGADE AND SCOUTS.

In the St. Andrew's Church Magazine the progress of the new movement is indicated by the Rev. H. O. Spink, who notes that on the Wednesday after the inauguration a satisfactory parade was held. This was followed by the enrolment of several new recruits, "Recruiting," the writer proceeds, " will still be carried on for a few weeks, but after the middle of June no new members can be admitted. It is hoped that a strong and well-equipped company will be quickly established, but for this end a considerable outlay is absolutely essential. Already it has been found necessary to erect a matched in the church grounds and very considerable other expenses will be incurred in securing equipment, band instruments, carbines and all other kit necessary for a successful of course, be financed out of ordinary church funds, but we feel sure that there must be many who value work among our boys who will come forward and help to bear the burden. It is hoped later in the summer to take the boys to camp, full particulars of which will be announced in the next magazine. In the meantime we should be glad to receive any help by subscription, or furniture which will be of use for the matched, all of which will be gratefully acknowledged and appreciated."

EXCITING INCIDENT ON MACAO STEAMER.

An exciting incident occurred on Tuesday afternoon as the s.s. Sui Tai was on her way to Macao fram Hongkong. Near Choung Chau the cry "man overboard" was raised, and the officers and crew took steps to effect a rescue. Three-boats were lowered, when it was found that there were three persons in the water, and each boat managed to rescue one individual. They were taken on board, and inquiries led to the belief that the mother of the nine year old girl threw her overboard and then threw herself into the water, followed by her husband. On arrival at Macao the parties were handed over to the police, but it is understood that they were allowed to go. Destitution is thought to have inspired the unfortunate people to do away with themselves.

HONGKONG TENNIS LEAGUE.

WATSON'S T. KOWLOON. Played on Wednesday and resulted in a wir

for Kowloon by 65 to 34.

Klimanek and Green beat Humphreys and F. Rapp 6-5, beat Taylor and Phillips 9-2, and beat Capell and H. Rapp 8-3.

Chee and Mead beat Humphrey and F. Rapp 6-5, lost to Taylor and Phillips 5-6, beat Capell and H. Rapp, 7-4.

Rose and Zedelius beat Humphreys and F. Rapp 7-4, beat Taylor and Phillips 8-3, beat

THE LAST OF THE CHINESE LABOURERS.

A correspondent writes to a London paper of May 11th: - "Among the passengers who arrived at Marseilles in the Messageries Maritimes steamship Polynesien, and who are due to reach London to-day, is Lieutenant C. L. Pattonreturns from repatriating the last of the Chinese labourers in Africa. This officer was appointed an inspector of Chinese labour nearly four years ago, and was the last to remain, being specially selected for the responsible and onerons duties of supervising the labourers. Consequently upon him fell the duty of seeing the Chineseback to their country when their contract of labour terminated. This duty was performed in two voyages; and Mr. Patton-Bethane, having obtained the entire confidence of the Transveal Government, was entrusted with the task referred. How well he performed it is manifest by the fact that nothing has been said of the matter, and it is a subject of congratulaion to the Government and the officer referred to that the return of the Chinese was accomplished without a hitch."

TELEGRAMS.

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REUTER'S SERVICE TO THE "HONGKONS DAILY PRESS."

OPENING OF PARLIAMENT.

LONDON, June Sth.

When the House of Commons reassembled to-day Mr. Asquith confined himself to indicating the business to be taken during the next few days. In the House of Lords Earl Crewe suggested that the discussion on Lord Rosebery's resolutions should stand life again. over for a week or two.

Lord Rosebery said he had received an intimation from influential quarters that opportunity might be taken of the death of King Edward to find some pacification as between the acute demands of the two parties, but this did not apply to his resolutions, which were merely the enunciation of principles not connected with the Government's resolutions. Therefore, he had no intention of deferring them.

AUSTRIAN NAVAL AMBITIONS.

LONDON, June 8th. "The Vienna Diezeit" announces that the keel of the first of the Dreadnoughts being built by private builders at Trieste has been laid. It is expected that the second speculative Dreadnought will be laid down in September.

NAVAL ESTIMATES.

London, June 9th. In the House of Commons on the debate on the Navy Votes, McKenna announced that in the Estimates, provision would be made for a hospital ship, and be hoped a second would follow.

THE KING'S INFLUENCE

LONDON, June 9th.

Lord Rosebery's reference in the House of Lords to "influential quarters" is interpreted as meaning King George, who is understood to be desirous of a resolute effort being made to secure a peaceful solution.

TURKEY AND GREECE.

London, June 9th.

It is reported from Constantinople that the Greek Minister is protesting against the boycott of Greek trade by Turkey, and that he had an interview with the Grand Vizier, who declared that he was unable to intervene in a national and patriotic movement so long as the laws were not violated.

NEW POSTAGE STAMPS.

We understand that no issue of postage stamps bearing an offigy of King George V, is likely to be made until about a year hence. A similar interval of time passed after the death of Queen Victoria before stamps bearing the image of King Edward were issued, specimens having been first obtainable by purchasers on January 1, 1902. The representation of the head of King Edward borne by the postage stamps in present use was designed by Herr Fusch, who was selected by the late King to undertake the task and whose design was approved by his Majesty.

SUBMARINE IN PERIL.

Submarine A2 had a remarkable experience whilst manouvring off Plymouth on May 10th, She went out in the morning with submarines A 7. A. 9 and A 10 for exercise in discharging torpedoes. She was accompanied by the destroyer Snapper, the commander of the Onya, tender to the submarines, being on board. All went well until 1.30 p.m., when A 8 dived,

and went down a distance of over 200 feet. was only after considerable difficulty and over an hour's anxious labour that the boat could be made to rise. It is stated that she touched The crew consists of eleven men. Lieu-

tenant Donald Greig being in charge at the The men had a most exciting and trying experience, and the fact that they were in such a perilous predicament created intense anxiety among the other crews. After she had been down for nearly an hour.

the men of the accompanying boats had the satisfaction of seeing her mose rise above water, and their pent-up feelings found vent in hearty

All the submarines afterwards returned to Devenport, where the matter was reported. It will be recalled that it was submarine A 8. which sank in Cowsand Bay, Plymouth, five years ago, when fifteen of the crew were drowned. She was afterwards raised and repaired.

REVIEWS.

Troubled Waters. By HEADON HALL London : Stanley Paul.

The story of a Homeric struggle without politics, but surrounding the principals in an ole tion. Into it are woven the stress and storm men and women of a great seaport in the North of England. Its relation holds the reader's interest throughout. It has verve, vividness, and virility, and few who begin it will be satisfied nutil they have reached the end.

The Dream - and the Woman, By Tom GALLON.

London : Stanley Paul, The story of one of the strangest deceptions ever practised upon this world in general, and upon one woman in particular; a story of the long-suffering and patience of that woman, and of a man's villainy; the tale of one who left the things of life-touched deathand stretched hands from the grave back into

A Splendid Destiny. By EFFIE ADELAIDE ROWLANDS, London: Stanley Paul. A fine story with sentiment, incident and plot, in which there is a host of really interesting people, and the book is full of charm.

Modern Chronicle, By WINSTON CHUR-CHILL. Illustrated by J. H. Gardner Soper. London: Macmillan & Co., Limited.

The predominant impression left on one's mind after reading Mr. Churchill's new work is offered up in the different churches; but in the that it is in reality a chronicle and not a finding of Miss Hickman's body in Richmond creation in the sense that some of Dickons' and | Park he finds conclusive proof of the finger of Thackeray's novels were the outcome of creative | God being made to move at times through genius. Whether this is or is not a defect may human agency. Doubtless your clusive corresbe left to the discussion of students of English pondent, if it were suggested that even in literature. It has always appeared to us that it! Richmond Park the long arm of coincidence was the aim of the novelist and the dramatist might conceivably have been at work, would in to hold the mirror up to nature, and that the his zeal to escape its far-reaching influence. success or failure of their work was to be fly off to some other hemisphere, and in measured by the nearness they approached to the end we might find him winding that ideal. Mr. Churchill certainly impresses up the argument in-shall we say?one with the reality of his descriptions, and Halley's Comet. But apart from these intelthere is an air of naturalness about his portraits | lectual fights, is it really becoming for enof men and women which makes us believe that we are looking on at the pageant of life. and the ordinary events that shape human destiny. God forbid that American social life in the higher commercial circles should be entirely a replica of what we see through Mr. Churchill's spectacles. But we are not much concerned with the philosophy of life. There is no preaching in the novel. It is what it promost of our home-bred modern novelists. The questioning faith. Yours, heroine is Honors, an orphan, brought up in the early St. Louis Mr. Churchill loves to depict by an adorable uncle and aunt. She is a girl of inherited temperament, ambitious, impressionnevertheless adorable. She manus assets.

all of us do who are not superhuman, but, in the end, we feel that her soul has been purified in the fires of experience, and we close the volume with a feeling of satisfaction that what remains of her life is to be shared by the steady-going, high-toned man who has risen from office boy to partnership with the Senator

The Question. By PARRY TRUSCOTT. London : T. Werner Laurie.

Brice of former Churchillian novels.

Mrs. Parry Truscott has a light artistic touch, coupled with a cleverness of portraiture some female novelists, hers is not sordid nor unclean. Yet it is not lacking in human interest nor that love element so essential to the novel since the days of Richardson and Fielding six years, but which Messrs. Harman and Skene and adopted by their long line of successors. Josephine Winyard is ambitious that her boyish lover, Rupert May, should win his spurs as a great musician. Rupert is well aware of his own limitations, but, like a true knight sets out to conquer worlds in order to win the approbation and love of the woman he loves. We regret the temporary absence of the lighthearted youth from Mrs. Truscott's pages, while she introduces us to the Barton family and takes us through the sub-story of the Padfields and shows us the development of Penuel Barton, but we cannot fail to admire the skill with which she manipulates her characters brings out, in a mild way, the undercurrent of passion which moves most men and women. whatever their surroundings or circumstances of life. There is here no tearing of passion to shrede, no mock heroics, no deep analysis of character and motives. The nearest approach to any soul-stirring demonstration is the scene in when Penuel Barton declares his love Josephine, and Josephine so far forgets the absent Rupert to return the hot kisses of her

Miss Ferriby's Olients. By FLORENCE WAR-DEN. London : T. Werner Laurie.

When we remember the reputation won by her first novel, we cannot but regret that Miss Warden should so degenerate as to write stuff like "Miss Ferriby's Clients." It is a commentary on the taste of English novel readers that such pabulum should be served up to them. Crude in plot and accomplishment, devoid of that subtle delineation of character which could make the plot acceptable, loosely compacted and wholly unattractive in composition there is nothing in Miss Warden's latest novel to warrant our recommending it to our readers. Compelled by the failure and suicide of hig father to earn his own livelihood, Welton Keynes, well-born and well-educated, obtains a situation as private secretary to a hunchback lady living at Chiswick. She has a reputation for philanthropy, but is in reality the chief of a gang of thieves, who prey upon fashionable London. Employed as servants in West-end houses, they bring to Miss Ferriby secrete of

the smart set, who come to her to have their fortunes told. These are her clients, and we are expected to believe that they include Cabinet Ministers. The old lady develops a passion for Welton, induces him to dine with her, sings to him and makes violent love to him, and thus arouses the jealously of other members of the gang. It may be that there are harpies like Miss Ferriby, it may be that fashionable London is preyed upon in the manner depicted by Miss Warden; but it is drawing too much upon human credulity to expect us to believe that Welton Keynes, once aware of the nature of the house into which he has been inveigled could have returned to it of his own free will or behaved as he is represented to behave. The novel may appeal to some, however-to those who like their fletion strongly spiced and devoid of subtities.

CORRESPONDENCE

PRAYING FOR RAIN

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,-Were it not for your correspondent "Verb Sap.'s" evident sincerity, it would be hard to repress a smile at his plea for the efficacy of prayer. He is apparently willing to concede the possibility of the happy termination of the recent drought being a coincidence and not necessarily due to the prayers that have been lightened Christians to copy the mistakes of other religions and worship a God of human impulses, liable at any moment to be turned aside from His Divine purpose by the petitions of His creatures? Is it not reasonable to regard prayer not as a means by which we may seek to defeat the immutable decrees of Heaven, but rather as a Divinely ordered discipline by which we are made more fully to realize in whose fesses to be a modern chronicle; a brilliant, hands our destinies are placed? If so, it will convincing, conscientions bit of work, fully up hardly be necessary to cast about over the wide to the high standard Mr. Churchill has set field suggested by your correspondent for conhimself, and told in virile English with a purity crete proofs of the efficacy of prayer; these will and excellence that might well be copied by be found quite near at hand in our own un-

"L'HOMME PROPOSE, DIEU DISPOSE."

NEW SOURCE OF SILVER

BRIGHT FUTURE FOR CANADIAN MINING. A new and might, reamising silver mining outlook has been opened up at Port Arthur. Ontario. Mr. Floyd Harman, one of the most prominent engineers in Canada, whose name was so closely associated with the rich Temiscaming mineral cobalt, has been over the ground, and as a result of his investigations he declares that " the geological and geographical situation of the country is capable of great results. There is no reason why Port Arthur should not be a second Cobalt. The possibilities here are subject to the

same conditions which exist at Cobalt. Mr. Harman and Mr. J. A. Skene, of Toronto, went to Port Arthur, accompanied by Mr. Lewis Ernst, of London, who represented English capital. Mr. Ernst, too, is a Canadian and a welcome humour. Unlike the work of who has resided in England, making London his headquarters for the past ten years, and always interesting himself in Canadian mining. Their mark was the old 3-A mine at Silver Harkour, which has not been operated for thirty-

acquired at a tax sale. The way we came to look out for property near Port Arthur," said Mr. Harman in an interview, "was through Mr. Skene becoming acquainted with a Mr. Sibley, of the old Silver Islet mine, who told him a great deal about the mining facilities of this district and the untold possibilities of the country. We made a couple of trips to Detroit and one to Montreal to work up information on this district, and learned that the same conditions existed here as were existent in Cobalt. The old operations at the Silver Islet mine show that up to 1874 \$3,600,000 had been shipped out of there. In that year the United States demonetised silver, adopting gold as the standard coinage, and that movement practically closed up every mine in the country. Mr. Skene and I came to these conclusions, which we think reasonable. In estimating the possibilities of operating this mine in 1874 there had to be taken into consideration the price of silver at the time, the smelting facilities, and the transportstion facilities. All these conditions are now as favourable as they were then unfavourable. With the edvent of the Cobalt boom we learnt by comparisons that the same conditions and a farmer's cottage on the edge of the moor, possibilities exist here as in Cobalt, and there are the same chances for making good. The leading mining engineer of the United States. Mr. John Hays Hammond, who draws a bigger salary from the Guggenheims than President Taft gets, turned down Cobalt five years ago, and yet from the Nipissing mine alone there has already been taken out untold wealth, and there is over \$1,000,000 in the treasury of the Nipissing Mining Company, which has only prospected a small portion of its property."

Work has already been started on the 3-A mine, men and machinery being already on the ground, and the work will be kept going briskly Mr. Harman stated that they intended so to work their plans that this coming summer should witness a great mining revival in the district. " Port Arthur has equally good opportunities as Cobalt ever had, and we intend our presence here and active work to advertise this district in the eyes of the East. There is no question but that other mining men are being attracted this way, and English capital is also becoming interested."

Inquiries with regard to Port Arthur developments should be addressed to Mr. N. G Neil the Industrial Commissioner, Port Arthur,

LATEST STEAMER MOVEMENTS.

The C.P.R. str. Empress of Japan arrived at Nagasaki at 7 a.m. on the 9th inst., and left again at 3 p.m. same day for Kobe, where she is due to arrive at 7 p.m. on the 10th inst.

SUPREME COURT.

Thursday, June 9th.

IN BANKHUPTCY.

BEFORE HIS HONOUR SIE FEANCIS PIGGOTT (CHIEF JUSTICE).

ALLEGED IMPROPER PROCEEDINGS.

Re Lam Pak Loung, Mr. A. G. M. Fletcher, Deputy Official Receiver, said this was an application on his part that the Court should rescind the proceedings in this matter on the ground that the bankruptcy proceedings were improper from the commencement.

oreditor, and as the matter would take some time to go into the Official Receiver asked his Lordship to fix a day on which the case could be taken. He understood Mr. Potter was appearing.

Mr. Hott-Yes.

His Lordship-At what stage are the pro-

ceedings?

Mr. Hett-Your Lordship will see that the bankruptcy is 1 of 1906. I understand that an application was originally made some years ago, and was dropped for some reason or other. Now another application is made to annul the proceedings, and we are opposing it. His Lordship-At what stage are the pro-

ecedings?

Mr. Hett-A dividend has been paid, and understand the debtor has undergone his public examination and has been adjudicated.

His Lordship-When was the adjudication? Mr. Hett-In 1906, I think.

His Lordship (to Mr. Fletcher)-What are the grounds on which you allege the proceedings are improper?

The Deputy Official Receiver-The petition was presented by a brother of the debtor, and he gave a fictitious date on which he had given a man, knowing him in hiding, a sum of \$15,000. The speaker was unable to prove where the money came from, or that he actually did give it, but the Court ordered an account to be taken, and between the date of the application that the Court should make an order and the date when the Court made an order, the brother paid over \$15,000. It was therefore found that Lam Pak Lenny who was bankrupt, no longer had any interest in the Hop Yik firm. The petitioning creditor's proof was rejected by the Official Receiver on the ground that he was not a payment. creditor at all.

His Lordship-Before I fix a day, is it a practical application now that a dividend has been paid?

The Deputy Official Receiver-I hope prove that the debter is a wealthy man, and is now a partner in the firm with his brother. There is only one real debt in my opinion, and he has been trying to avoid payment of it from the beginning. I think if the proceedings are rescinded-

His Lordship-I am only wondering how far you can resoind proceedings where a dividend has been paid. I do not see how an order can be rescinded in these circumstances. The Deputy Official Receiver-I think it is

possible at any time. His Lordship-Very well, we must have a

The Deputy Official Receiver-I think if we

came before you in chambers. His Lordship-I think it would be better Let it be adjourned into chambers, and if necessary I can re-adjourn it into Court.

TO BE CONSIDERED. Re Tsang. Kong.

Mr. P. Sydenham Dixon (of Mr. R A. Harding's office) who appeared for the petitioning creditor, said he had agreed with Mr. Looker, the solicitor for the debtor, that the petition should be withdrawn on the terms of an order agreed between them-Belves.

His Lordship - With which I have nothing to do?

Mr. Looker-With which you have nothing to do, except, I presume, that your Lordship must approve it.

His Lordship-If I approve it it becomes regular order of the Court.

Mr. Dixon-My friend proposes to file an order by consent.

His Lordship-Then I must approve it. Mr. Looker-Perhaps it would assist your Lordship if I explained that a bankruptcy petition was presented against this man last year, a receiver was appointed, and an application was made for a rescission order in order to allow a private arrangement to proceed. Your Lordship approved the resoission, and ordered it to be advertised for fourteen days and subsequently the order was rescinded. The petitioning creditor had new executed fresh bankruptcy proceedings in respect of the debtor's house for rent due, and certain offers

made had been accepted by the creditor in

His Lordship - I will consider it. COSTS GRANTED.

Re Chan Hewan.

satisfaction of his debt.

Mr. D. V. Steavenson (of Messis. Deacon, Looker & Deacon) applied on behalf of the China Merchants' Steam Navigation Company for an order that the Official Receiver pay out of funds in his hands belonging to the estate of the bankrupt costs incurred prior to the bankruptcy proceedings. Chan Hewan was manager of the C' on Merchants' Company in this Colony, and as such manager certain leasehold properties belonging to the Company were registered in his name. This man died in the early part of 1906, and in order that administration should be taken out and the property belonging to the China Merchants should be vested in the new manager. the China Merchants instructed Mesers. Deacon. Looker & Deacon, to apply for administration The widow was living at Canton, and did not intend herself to apply, but at the request of the China Merchants she came down.

but your Lordship directed, as the estate was very much involved, that it should be administered by the Official Administrator. His Lordship-And now you want costs P

the bankruptcy proceedings. His Lordship-Who are you applying for P.

Mr. Steavenson-On behalf of the China Merchants.

The Deputy Official Receiver said the proceedings were altered by order of the Court, and if Mr. Steavenson had applied at the time Mr. Hett was appearing for the petitioning when the estate went into bankruptcy he would probably have got his costs.

His Lordship (to Mr. Steavenson) - You are applying because you supplied the widow with

Mr. Steavenson-Because we were instrumental in getting this estate administered. Had not the China Merchants come ferward the widow would have done nothing, and no administration would have been taken out.

The Deputy Official Receiver-I might point out that I have in hand a total sum of \$500 only. It is one of those cases in which the costs will probably take the whole estate.

dividends paid?

The Deputy Official Receiver-There is no chance of a dividend. The bankruptcy costs alone will come to \$350, and that will take most of the estate.

His Lordship-There will be \$150 left. The Deputy Official Receiver-The Government receives five per cent, and obtain their

His Lordship-There is a small sum left, but I cannot make an order as it stands. Where is

the widow now ! Mr. Steavenson-I don't know, my Lord, She attended to sign the petition and we saw nothing more of her.

His Lordship-I will order that the summons be altered so as to be taken out in the widow's name, and grant costs.

A STRANGE CASE.

Re Kam Sun. Mr. E. J. Grist (of Messrs. Wilkinson & Grist) applied on behalf of the petitioning creditor for a receiving order. The act of bankruptcy was a notice that the debtor had suspended dollars.

His Lordship-What is the debt?

Mr. Grist-The assets are a tailor' shop in Queen's Road which is valued at about \$12,000 with furniture and fittings and \$500 stock-in-trade: altogether about \$12,500, while the liabilities, so for as we can ascertain, are about

The Deputy Official Receiver said this was gather a strange case. The petitioning creditors showed that the assets were considerably more than the liabilities. He had had a stock book made of the shop, and the assets were underestimated. The shop was not bankrupt, but the Official Receiver understood that the partners had absconded. He understood it was a trick on their part to get back the shop, and to get rid of some of the partners. They hoped to buy the others out and start the business with a reduced capital. At present, as they had absconded, he saw nothing for it but to make a receiving order. The shop was now held by the bailiff.

His Lordship-I cannot make a receiving order when the assets are more than the liabilities.

Mr. Grist-I don't think that the question of assets and liabilities is one that has any bearing on the subject. If an act of bank, come as a matter of course, and if the assets are over and above the liabilities the surplus goes back to the debtors. There are hundreds of cases every year in which 20/- in the pound is paid. If an act of bankraptcy is committed a creditor has no other remedy. It is the one and only remedy that is provided by the law. His Lordship-The section is only discretionary; it says, "the Court may."

Mr. Grist-Quite so, but "may," I take it, is compulsory. We have the same word in the Ordinance which regulates the Registrar to do certain acts, and it was held here that the Registrar is compelled to do those acts. But apart from that question, here is a case where a creditor has no other remedy, but to come to the bankruptcy court. He cannot sue people who

have absconded. His Lordship-I do not think a man can avail I am a ticket puncher on the Star Ferry. himself, if in perfect solvent circumstances, of the bankruptcy court

Mr. Grist-A creditor must have some remedy to be able to get payment. Supposing he goes per day. to the expense of getting judgment and another creditor puts a petition on the file he cannot even get his costs.

His Lordship-If I dismissed the petition your action would stand. The difficulty that I see would be met if you alleged in your petition that they had absconded. Then I think there would be reason for giving an order. The assets | self and your family?-Yes. would probably turn out fallacious.

The Deputy Official Receiver-Would your Lordship make the receiving order subject to

that alteration being made? His Lordship-Yes, and that leaves the other 2335.

question open. BECRIVING ORDER GRANTED.

Re Wong Fung Shek. Mr. F. X. D' Almada o Castro appeared on behalf of Mr. Kong Sing in this case to move for a receiving order. The liabilities were 89,820.91, while the assets were \$5,140.

A receiving order was made, and the question of costs is to be agreed upon.

PETITION WITHDRAWN. Re the Yee Fat Company....

Mr. Hinds (of Messrs, Brutton & Hett) applied in this case for the withdrawal of the petition against the debtor

M. Steavenson-No. It was granted to her, by all the creditors that he knew of, and the murtgages of a ship which belonged to the Yee Fat Company, and which was the only asset they had. The creditors had agreed that they would not sue the firm until the expiration Mr. Steavenson-I want my costs prior to of six months, by which time it was expected oreditor should withdraw his petition and that all the other oreditors would consent.

His Lordship-What are the terms? Mr. Hinds-On the terms that the partners will make payment in fall when the ship has the harbour of Kwong Chow Wan.

the application was granted. PERMISSION TO AMEND PROCEEDINGS.

Re W. H. Emberley. Mr. Hinds applied in this case for permission to amend the proceedings on behalf of the petitioning debtors. He stated that Mr. Emberley had made a petition which was heard at the last bankruptcy sitting and by some of his answers on being questioned by Mr. Fletcher it appeared that his wife was a partner with him in his boarding-house business. He thereupon applied His Lordship-How does the estate stand in for an adjournment in order to enable him to add Mrs Emberley, and they were now petitioning for a receiving order. The assets were \$715 on a life insurance policy and the debtor was getting \$150 a month and was willing to pay \$50 monthly to the Official Receiver. The

liabilities were \$6,400. His Lordship-What is going to happen? Mr. Hinds-The debter is willing to pay \$50 month to the Official Receiver for the benefit

of his creditors. His Lordship-Will the oreditors accept

Mr. Hinds-That is more than I can say. His Lordship-350 a month gives him about

Mr. Hinds-About ten years, and if the debtor gets a better position, as I suppose he will in the course of time, he will make better payments. His Lordship-I have no jurisdiction now to

make such an order. Mr. Hinds-An order can be made in the bankruptcy proceedings that he pay to the Official Receiver a sum of not less than fifty

His Lordship-That comes to about a dollar in the £.

Mr. Hinds-It is rather over ten per cent. and I think you are entitled to take into consideration the suggestion of the debtor that he shall pay this \$50 a month as substantial

His Lordship-What is his position? Mr. Hinds-He is at present manager of

shop in Hongkong.

His Lordship-What does the Official Receiver say? Mr. Fletcher-With regard to the insurance policy I have no possible means of proving that. The debtor in his petition presented to the Court put down as an asset furniture which

did not belong to him, and it is possible this

policy does not belong to him. I have no objection provided he pays \$50 a month. His Lordship-I have no jurisdiction to order that, but there seems to be a prospect The Deputy Official Receiver-I would apply to the Court if he failed to pay to rescind the

proceedings. His Lordship-I shall take it then that the debtor promises to pay \$50 a month, and you can agree as to the question of costs.

ORDER RESCINDED. Re the Kwong Tai Wo.

The Deputy Official Receiver stated that this ruptcy is committed a receiving order must was an application on his part to annul the proceedings and rescind the receiving order which was made at the end of last December. Debtors had one asset only, a sum of \$10,314 said to be due from the Chi Ling firm in South Africa. He had written to South Africa and had received a reply from the authorities in Johannesburg stating that the Chi Ling firm was worth about £30 or £100, but that the writers had no idea of their financial position. and the only possible answer they could get was that they would not pay this debt. He had given notice to Messrs. Hastings & Hastings, debtors' solicitors, but they had not appeared The order was rescinded.

TICKET PUNCHER'S DIFFICULTIES.

Re C. Gomes. Debtor was publicly examined by Mr. Fletcher:

What is the nature of your employment?-How long have you been employed there?-Twelve years.

What is your monthly salary?-Two dollars

If you are not on duty the Star Ferry Company do not pay you anything? -That is so. About three years ago you were ill for a considerable period?-Yes.

At that time you were absent from duty and got no pay ?- That is so. And you had to borrow money to keep your.

You keep a wife and two children on your pays ed one. But it was not my client who wanted

About how much money did you borrow at the time you were ill?-At first I borrowed

And with the interest and renewing of proraiseory notes that borrowing has amounted now to about \$900? - That is so. You borrowed money chiefly from Indian

watchmen? - Yes. With regard to Jaga Singh, he lent you \$50 and you gave him a promissory note for \$70 P

And for two sums of \$100 which you borrowed you gave notes for \$150 ?-Yes. About what rate of interest did you pay?-

Ten per cent, per month. The Deputy Official Receiver said this was one of these small cases where people got into

His Lordship—She got letters of administra. A deed had been entered into, executed by the the hands of Indian watchmen. The debtor various partners in the Yee Fat Company and had been paying \$15 a month, and he proposed to declare a small dividend and ask him to apply for his discharge.

The examination was closed.

ANOTHER ADJOURNED REAMINATION. Re Lam Cheong.

The Deputy Official Receiver explained that that the ship would be raised. Under that the debtor had already been examined at One. agreement it was arranged that the petitioning length on the subject of his accounts. He was ordered by the Court to produce two life polices of which he had given no account before, and he had brought them. It transpired at the last examination that he filed his own petition in March last, and it was been raised. Their only asset is lying sunk in found that shortly before that he had obtained on credit some \$10,000 to \$20,000 worth of The Official Receiver had no objection, and goods, and had shipped them off to America. The speaker had been trying to trace the destination of these goods and what had become of the invoices. He would continue the examination at this point:

With regard to the invoices of the \$10,000 to \$20,000 worth of goods which you sent to America, I asked you if you had any files of invoices ?- Yes, lut they were taken away when the place was sold by auction.

You told me that you had, and that you would bring them to my office ?- I owed rent, and the landlord would not allow me to remove anything.

The landlord distrained a fortnight later ?-

The invoices were sent to America. But the copies you keep, and the insurance papers?--Well, the copy of the invoices was kept by the accountant, and I thought it was safe in his custody, but he went home to the

How about the bills of lading ?-You did not ask me about any bills of lading.

I ask you now ?- Were they not in the drawer which was locked up by the accountant? I am asking you where they were? - In the drawer locked up by the accountant, who after-

wards returned to the country. Where were the books?-In a different

Why did you not tell me about these invoices? -Because I thought they would be procurable later on when the foki returned from the

You said last time that in the last four months of last year you employed remittances from abroad to pay back deposits?—That is so. I who he was.

was forced to do so. the time of your bankruptcy there was a sum of \$3,800 good debts?—There was still due over

\$25,000, but only \$3,800 good debts. You had no cash in hand?-No.

credit to the sum of between \$10,000 and 320,000?-Yes, but I was expecting that the other debts would also turn out good.

You have just said you expected they were bad !-Well, had people not forced me to repay. deposits I would have had enough to go on

How !- I had enough. The Deputy Official Receiver informed his Lordship that he had at present only last year's books of the bankrupt firm. The others had totally disappeared. according to the debtor's account, through a fire which occurred three doors off his shop. His fokis got so excited that they ran down the street with the books. and forgot to return with any but last year's. He thought the cash books in this case had been manufactured, and it was a matter in which a very large sum of money was involved Further proceedings would have to be taken. The examination was adjourned.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELANI (ACTING PUISNE JUDGE).

ALLEGED FALSE IMPRISONMENT. The trial of the action brought by Wong Fu Ng, compradore, against Captain A. A. Johnson, of the s.s. Shiu On, was continued before his Honour and the following jury J. A. T. Plummer (toreman), J. A. Hunter and D. Cooper. The claim was for \$1,000 for alleged assault and false imprisonment.

Mr. Eldon Potter, instructed by Mr. Davidson (of Messrs. Hastings & Hastings), appeared for the plaintiff, while defendant was represented by Nr. C. G. Alabaster, instructed by Mr. W. E. L. Shenton (of Messrs. Deacon, Looker & Deacon).

The foreman of the jury asked at the outset how long the case was likely to take and whether they were entitled to any consideration for their services.

His Lordship said the jurors could not ge consideration unless the parties would consent Mr. Potter - My client is not responsible for bringing the jury here at all.

His Lordship The jury are not entitled to Mr. Alabaster-This is a proper case for

Mr. Potter-Of course it is. If it was not proper case his ordship would not have grant

His Lordship I don't know how long it will last; it is impossible to say.

The foreman said the jury were more or less entisfied with the cross-examination of captain, but they might want to ask him one or two questions. Mr. Potter-The cross-examination is practic-

ally concluded. Defendant, recalled, was questioned by Mr. As a matter of fact, the men who attacked

the compradore were third class passengers?-They might have been second class. They were not first, put it that way? -- Yes.

Re-examined by Mr. Alabaster: When did the mutiny stop ?-- When complied with their orders to put the flag up.

When the mutineers got their way they did not mutiny any further P-No.

Why did you put up the flags when you did? -Because of their threatening attitude. Did you consider that if you did not

comply with their order they might have got Stirlin shire; but the calm, cool air was more threatening ?- Yes.

How many pairs of irons have you on board?-By the jury: When was it that you decided.

to arrest this man?—At Mahwan Island. Did you decide to arrest the man yourself, and not at the suggestion of the compradore?-

Before or after the assault on the compradore P-After.

Captain Willoughby, master of the Governor's yacht, Stanley, was the next witness. He said he saw the plaintiff on the wharf when he house, whenwas arrested, and he was very rowdy. The other men were very quiet.

was abusing the captain in English, and when he couldn't use any more he fell back to Chinese.

You understand enough Chinese to know he wasabusing him !- Yes.

Was he only using his mouth ?- He was waving his arms, rolling up his sleeves, and from what I could make out he was asking the captain to go on the wharf and have it out with him.

Cross-examined by Mr. Potter: Just as two Englishmen would ?---Yes. If the compradore was handed over to

policeman and knew he had not done anything justified in being rather angry ?-No. Wouldn't you think he would be justified in

being angry, and in expressing his displeasure! -When told to go to the station he would not with a swiftness and a culinary skill that would go. I heard the captain tell the constable to take him to the station.

You saw him being led on to the wharf by the constable; how, by the queue?-No, he

Was the man under arrest at this time?-

was in front of the constable. Well, he wasn't being led?-Then he was

being driven. That would be a batter word. Do you mean to say he was left on the wharf for half an hour abusing the captain without being taken to the station?—When the constable went to practically no experience of country life before take him away the compradors wanted to know

Supposing you were innocent and know you And so many remittances had come that at | were going to be led through the streets of Hongkong, probably with a crowd following, would you protest?-No.

You'd go quietly?-Yes. It comes to this: the only evidence you can And knowing your position you got goods on give against this man is that after being arrested

he protested ?- Yes. Your knowledge of Chinese, I may take it, is elementary ?-Yes. Is it purely confined to curse words ?- Yes.

gave corroborative evidence as to the occurrences on board on May 23th when the vessel grounded. He was then cross-examined by Mr. Potter: It was you who put a stop to the whole

Chief Officer Wetherhead of the s.s. Shui On

trouble ?- I tried to. I think I am putting it fairly to you to say that you did stop it: I will put it this way, you rescued the compradore ?- I assisted to.

You did it yourself? -The No. 2 compradore After the flags were heisted signalling for a

launch everything was quiet ?- Yes. I suppose you really agree that what really happened was that these men were frightened there was no need for them to be frightened, but passengers are queer things, you know—and they were afraid that something might happen to the ship, and that they would get drowned? -

Naturally. A fog at sea is rather a nasty thing to a person who is not up to the game, is it not?-

If a man came up and caught you by the wrist, would you call that an assault?-Not if it was done in a friendly way. If it was done in an aggressive manner it would constitute

After further evidence the hearing was again adjourned.

RUBBER SPECULATION.

The set-back in the rubber boom will, say the Pinang Gazette, do a considerable amount of good all round by giving investors or speculators time to consider what they have been rushing after, and the value they have assisted promoters and boomers to place on all sorts of land, planted and otherwise. Of course, if one climbs too high it does not take very much shaking before one falls back to solid ground, if it should be there, and fortunately in the present boom it does exists, but it is a good deal lower down, and a little more careful shaking even in good companies' shares, and a lot in bad, will do a world of good to the rubber in dustry and all connected with it. When a boom is in full swing, most of its supporters and followers seem to believe there will be no limits. There is no industry but has its fair limits, and the safety line in Eastern rubber has been

Some weeks ago a Home paper, referring to northern shores of the China Sea. an article which appeared in an American contemporary on the big rubber boom, considered it was showing wisdom by stating that if the Eastern plantations were in one huge trust it would be correct, according to American views. Now, bad as a trust is, we do not see how it can compare with an overdone "boom," for the Hongkong & Neighbourhood winds, fresh; simple reason that good and bad would share alike in a trust. Even if a trust were capitalised at £10,000,000, and boomed to £50,000,000, the shareholders could see safely ahead; but with about three hundred companies floated on the prospects of about fifty successful ones, whose good dividends mean nothing to the rest, things are different. Let the people who are so much afraid of trusts look up facts, and they will find that the trust can cause, in the same time, half the injury which can be caused by a "boom," with its hundreds of worthless companies each numbering a fair share of victims. And the present is not as bad as many previous booms have been.

THE ROOTS OF EMPIRE.

It was late, late, late on a Saturday afternoon when, having groomed my nickel-plated steed. and given it a light but satisfying feed of lubricrating oil, I set out for a week-end tour in conducive to speed, and it was at a lonely crossroads 20 miles from my favourite tea-room that I trimmed my lamp as the sun went down. I took my map's word for a short cut to the village where I had intended to pass the night, and had gone three miles in the dark, when suddenly shot like a comet into a temporary but no means nebulous Milky Way-and

un on the hard ground to rocken my bumps. My bones were intact, but my poor old horse had broken his mainspring-these equine metaphors are very confusing. I rose painfully, and was dragging him along by the-clavicle-while my gritty eyes. scanned the dark horizon for the light of a farm

"Halt! who comes there?" Had the Germans landed? It would be very awkward if they had, for the Territorials were Describe the riotousness of the plaintiff?-He all at the theatre by this time, or away for the week-end. But the voice was Scotch-and boyish, though firm.

> SOLDIERS' FARE. From a hedge close by emerged—a Boy Scout

sentry. I explained my plight to him, and in a courteous manner to which my experience of the Glasgow boy had not accustomed me, he invited me to come to their camp and wash my wounds and share a soldier's fare. I accepted gratefully. He blew his whistle, and in a moment I was surrounded by half a dozen. Scouts, who relieved me of my damaged bioycle and led me to a cheery fire, around which several other boys were sitting with a scoutmaster. On his instructions the to justify it, would you think he would be ambulance outfit was brought out, my bruises were washed and dressed with surgeon-like skilfulness by two boys of about 14, fresh socks were supplied me, and I sat down immediately to a bowl of soup and a dish of sausages and potatoes, which had meanwhile been prepared

> have taken the breath from a restauratour. ROUND THE FIRE. The nearest form, it appeared, was only a mile away, but a hearty invitation from the scoutmester, seconded by a chorus of "Oh! do stay, sir," from the boys, chimed with my own wish to spend the rest of the night with my young friends, to whom I had taken a great liking. We all, except the sentries, gathered round the fire, and on their asking for "stories" I gave some of my experiences as a Volunteer in the South African war to the most appreciative audience a Volunteer ever had. The boys, I learned, were all town bred, and had had joining the Scouts. At 9.30 p.m. a bugle sounded, and following the lead of the scoutmaster, we all stood to the salute and saur the National Anthem. Then we turned in. There were two tents, with about eight or nine of us

> > "SALUTE THE FLAG."

When I awoke next morning an appetising ofour told me that breakfast was in preparation, and when I was dressed I found the boys drawn up in line to "salute the flag "-a small Union Jack which a small patrol leader was attaching to a 10-foot pole. The display of bunting was humble; but there was a thrill of reality about the grave salute of these youngsters. The word Empire had a fresh taste here: it did not smack of the Stock Exchange, or the music hall, or the hustings; it meant what these hoys and their leaders mean by it—that pure fuith and good works of patriotism. It is a new word in my dictionary.

A plentiful breakfast of porridge, fried bacon and eggs, tea, and bread and butter was prepared and served quickly and well for the 17 of us by two boys, without any supervision whatever. Then, after another dressing of my wounds, I sat down at the fire to watch the boys tidying up. Regular soldiers could not have been more methodical or as efficient. Some were rolling up the tent flags, some taking the bedding out to air, some cleaning the dishes. and the others collecting and burning all the refuse and papers. In a few minutes, as it seemed, the camp was in review order, and the troop set off for a march of five miles to the nearest church. As I was too stiff to walk, I stayed behind with the two boys who were left

to prepare dinner. 'EMPERIAL "BROWNIES." During the absence of the troops the farme on whose ground the tents were pitched strolled over for a chat. He told me he was only too pleased to have the Scouts on the place. They repaid his hospitality by any number of "good. torns." He showed me a well which had been for long in a bad state of repair and which had been put in good order by his Scout visitors of last summer. They had also repaired fonces, out hedges, and helped him to bring in his corn. He had had a good deal of experience of them,

and never had had a single complaint to make about their behaviour. I waited in camp until Monday morning, and my further observations of these manly little "brownies" deepened into firm belief my impression that in initiating the Boy Scout movement General Baden Powell tapped a spring of British boy-nature which, if it continues to be wisely directed, will result in an incalculable deepening, enriching, and purifying of our national life.—Glosgow Herald.

WEATHER REPORT.

The Hongkong Observatory yesterday issued

the following report:-On the 9th at 11.55 a.m.—The barometer has risen slightly in S. Japan, and fallen little over China. The depression is still shown over the Pacific

to the N.E. of Japan, and low pressure covers

Central and Northern China. Pressure remains high over the N. part of the China Sea and the Pacific towards the Bonins. Fresh or strong S. and S.W. winds may be expected in the Formosa Channel and over the

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.00 inches. The forecast for the 24 hours ending at noon

to-day is as follows :--S. and S.W. S. and S.W. Formosa Channel winds, strong. South coast of China between Same as No. 1 Hongkong and Lamocks. South coast of China between

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IN THE MATTER of the HONGKONG MILLING COMPANY, LIMITED In Liquidation.

DURSUANT to an Order of the Court dated the 20th April, 1910, NOTICE HEREBY GIVEN that a FIRST DIVIDEND of 6% will be paid to the Creditors of the above-named Company on BATURDAY the 18th inst., between the hours of 10 and 12 and on any subsequent day during office hours. H. PERCY SMITH, F.C.A., Official Liquidator,

PERCY SMITH & FLEMING. No. 5, Queen's Road Central. Hongkong, 9th June, 1910.

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IN THE MATTER of the HONGKONG MILLING COMPANY, LIMITED. In Liquidation.

TOURSUANT to an Order of the Court dated the 20th April, 1910, NOTICE IS HEREBY GIVEN that a MEETING of the Creditors of the above-named Company will be held on FRIDAY, the 17th inst., at the Liquidator's Offices, No. 5, Queen's Road Central, Hongkong, at 12 o'clock Noon, to receive a report of the course of the Liquidation and Accounts in respect thereof. H. PERCY SMITH, F.C.A.,

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Capital Subscribed (paid up) Yen 5,000,000

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HONGKONG OFFICE: 3, DES VOUX ROAD. Interest allowed on Current Deposits received on terms which may be had on application. D. TOHDOW, Manager.

NTERNATIONAL DANKING

Hongkong, 9th March, 1910.

CAPITAL PAID UP ... Gold \$3,250,000, = about Mex. \$7,222,222 RESERVE FUND ... Gold \$5,250,000 HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C. LONDON BANKERS: BANE OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED. THE CAPITAL & COUNTIES BANK, LIMITED

BRANCHES and AGENTS all over the World. The Corporation transacts every description of Banking and Exchange business, receives money. Current Account at the Rate of 2 per cent, per annum on Daily balances and accepts Fixed Deposits at the following rates: For 12 months 42 per cent, per annum. lor

For 3 No. 9, Queen's Road, Central, Hongkong. N. S. MARSHALL. Manager. Hongkong, 1st May, 1910.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORA. TION. Rules may be obtained on application INTEREST on deposits is allowed at 3 per cent. per annum. Depositors may transfer at their option balance \$100 or more to the Hongkong And SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cont. per annum.

BANKING CORPOBATION. J. R. M. SMITH, Chief Managor. Hongkong, 12th January, 1907.

For the Hongsong and Shanghal

ATEDERLANDSCH-INDISCHE HANDELSBANK, (NETHERLANDS INDIA COMMERICAL BANK). ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capitel Fl. 12,378,100 (£1,031,500) Reserve Fund FL 2,754,338,09 (£229,528) HEAD OFFICE: AMSTERDAM.

LONDON BANKERS THE WILLIAMS DEACONS BANK, SWISS BANKVEREIN. BRANCHES AND AGENTS all over the

HEAD AGENCY: BATAVIA.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixe Deposits at the following rates:—

12 months 4% per annum. 6 do. C. WOLDRINGH, Manager, No. 16, Des Voeux Road Central. Hongkong, 4th August, 1909

LABUAN COAL, NOTICE-THIS COAL can only be obtained from THE LABREAU COAL MINLES Co., LD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams: "Labor Labuan,"

Hongkong, 12th August, 1909.

BRADLEY & Co., Agents.

BISHI GOSHI KWAISHA (MITSU BISHI CO.)

COAL DEPARTMENT SOLE PROPRIETORS of TAKASIMA OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA, Collieries.

KISHIDAKE, MIYAO and KIGYO KOMATRU Coals. HEAD OFFICE :- MARUNOUCHI, TOKYO.

SOLE AGENTS FOR

BRANCH OFFICES :- NAGABAKI, MOJI, KARATSU, WAKAMATSU. KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW. Cable addresses for above, "IWASAKI" Jodes, AI, ABC 5th Ed., Western Union

YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messra GRABING & Co. MANILA: Messes. MACONDRAY & Co. For Particulars apply to H. OISHI, No. 2, Pedder, Street, Hongkong.

Agencies :-

Houghong, 9th January, 1909.

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"WESTPHALIA," Captain Buch, having arrived, signess of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned, Optional Cargo will be carried on unless notice to the contrary be given before To-DAY.

All Claims must be presented within ten days
of the steamer's arrival here, after which date they cannot be recognised.

undelivered after the 12th inst. will be subject All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 11th inst, at 3 P.M.

This Steamer brings on Cargo: Ex s.s. "Norge" from Goeteborg. Ex 8,8, " Hilma Bismark" from Halmatad.

Hongkong Office. Hongkong, 6th June, 1910.

"GLEN LINE OF STEAMERS." NOTICE TO CONSIGNEES. FROM ANTWERP, MIDDLESBRO, HULL,

LONDON AND SINGAPORE.

"GLENTURRET."

structions are given to the contrary before TO-DAY. examined on MONDAY, 13th inst., at 3 P.M.

have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject

Hongkong, 6th June, 1910. S.S. "ARMAND BEHIC,"

NOTICE.

MONSIGNEES of Cargo from London ex s.s. "Medoe "from Dunkerque ex s.s." Ville de Constantine" from Hayre ex s.s. "Medoc" in connection with above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Whanf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon on the 6th June, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 13th inst., at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before

the 13th June, at 3 P.M. No Fire Insurance has been effected. P. THOMAS. Agent.

ITALIANA. (Florio and Rubattino United Companies. NOTICE TO CONSIGNEES.

MHE Steamship

they cannot be recognised.

"ISCHIA," obtained from THE LABUAN COAL having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately. All Claims must be sent to the Office of the

> No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject All broken, chafed, and damaged Goods are

> of the steamer's arrival here, after which date

CARLOWITZ & Co., Agents. Hongkong, 9th June, 1910.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC." FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE AND MOJL

L signees of Cargo are hereby requested to send in their Bills of Lading for countersignsture and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

any case whatever. DODWELL & Co., Ltd.,

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,

THE Steamship

Captain R. Webster, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hougkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees' risk and expense. Optional Goods will be carried on unless in-

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co.,

COMPAGNIE DES MESSAGERIES MARITIMES.

the 14th June, or they will not be recognized. All damaged packages will be examined on

Hongkong, 4th June, 1910. NAVIGAZIONE GENERALE

FROM BOMBAY AND SINGAPORE.

undersigned before Noon on the 17th inst., or they will not be recognised. All Claims must be presented within ten days

to be left in the Godowns, where they will be examined on the 13th inst., at 9.30 A.M. No Fire Insurance has been effected.

THE BANK LINE, LIMITED.

THE above Steamer having arrived, Con-

No Fire Insurance will be effected by us in

Hongkong, 3rd June, 1910,

TEETH or the Best during SOZODONY HALL SHUREL

SOZODONT

Teeth preserved to middle age are pretty sure to last out one's lifetime. The greatest known preservative of the teeth and purifier of the mouth is Sozodont Liquid. It penetrates the minutest crevices of the teeth destroying the deadly mouth acids. Its antiseptic effect in the mouth is most lasting.

It is an admitted fact that prevention is better than cure, and in no sense is more true tone in regard to bedily health. What may at first be but a slight allment may, if allowed to go unchecked, develop into a real danger—only to be removed at the expense of much sacrifice and suffering. It is well, therefore, to understand that, taken in time. BRECHAM'S PILLS will quickly go to the root of the trouble and prevent serious filness. FOR CURE or Bowels, Beecham's Pills may be relied upon with the greatest confidence, not only to give immediate relief, but to effect a permanent cure. This medicine acts successfully in cases where more pretentious means often utterly fail. It strengthens all the vital organs, particularly those of nutrition, secretion, and excretion, and many even who regard them-selves as confirmed invalids might regain all their health and happiness if they would only TAKE BEECHAM'S Sold overywhere in boxes, price God, 1/18 & 2/9,

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"FOOKSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 8th inst. will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by . JARDINE, MATHESON & Co., LTD.

General Managers. Hongkong, 7th June, 1910. NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA." Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo :-

From London, &c., ex s.s. "Macedonia," From Calcutta, ex s.s. "Syria." From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within Goods not cleared by the 14th inst., at 4 P.M.,

will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent Hongkong, 8th June, 1910.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "GHAZEE," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th July, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be remined on the 15th inst., at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LTD., Agents.

Hongkong, 8th June, 1910.

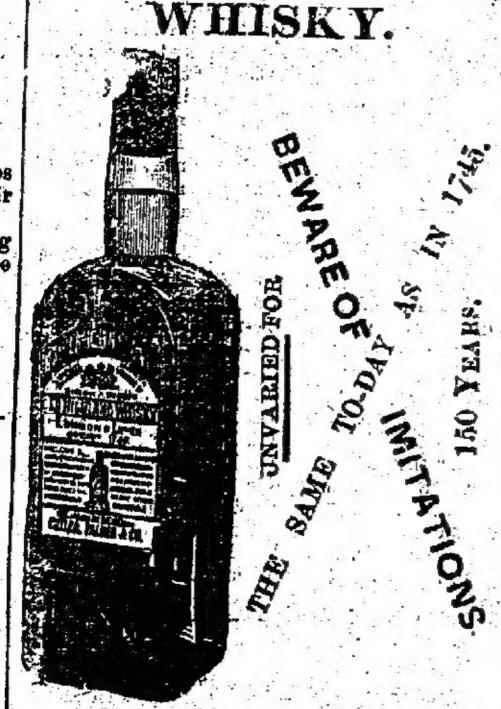
SINGON & Co.

FRON, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekoepers and Shipchandlers. Nos. 35 & 37. HING LOONG STREET, (2nd St., west of Central Market). Telephone No. 515. [496-

DAVID CORSAR & SON'S NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KARÉERG & CO

Sole Agents.





SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & CO., and from ALL WINE MERCHANTS. [46



Liver oil. Each tiny Morrhuol capsule re-

presents the medicinal value of a

teaspoonful of oil. Recommanded at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules. Sold by all Chamlets.

As SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

OLD VAT



THE WAT WAS STARTED BY THE LATE ROSERT MINERS

SCOTCH WHISKY

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO, LTO.

THE FUTURE OF RUBBER.

Sharp ups and downs both in the price of rubber and of rubber shares have been seen lately. So frequent have been the fluctuations and so great is the tension in all interested quarters as to the future that it is impossible even for those in the closest touch with market conditions to attempt to forecast developments in the near future with any degree of confidence. Notwithstanding this, however, a careful survey of recent events tends to convey the impression that the position may justly be regarded as being pretty healthy. Undue apprehensions were aroused among investors in rubber shared by the deadlock incidental to the rubber auctions which were postponed until this week, but this unsettling factor has now been wiped out by the disposal of the bulk of the rubber previously withdrawn, and this at tolerably satisfactory prices, although there is no use in blinking the fact that the legitimate trade lost some of its recent extraordinary force. As it is, the price of rubber has, considering the previous rapid rise to the record level of 12s. 6d. for fine hard Para for forward delivery, not dropped to any very serio sextent. The setback indeed is about 2s. a lb. for the standard grade, and a little more for finest smoked sheets of

plantation rubber, compared with the extreme figures realised towards the middle of April, when the demand was most urgent. To judge by the fact that certain lots were withdrawn at the auctions last Monday, there is apparently some refuctance to press sales (in spite of the slackening competition for supplies) at prices below what might be considered as market value. It is true that there were people last month taking the price up to 14s., and even 15s. a lb., but such predictions were not regarded as being made seriously by sober-minded members of the trade, although many large consumers were unquestionably caught badly short of supplies when the price soured from 10s. to 12s. 6d. in a brief space of time. This accounted in a large nessure for the

orgent demand to provide for near and immediate requirements, while many consumers even placed orders for delivery as far ahead as next year. Transactions of this kind were, however, not very common, for it is only natural that most consumers, with rubber selling at well over 10s. a pound, should hesitate to purchase shead of current requirements, although their policy of covering themselves as a precantionary measure rather than exposing themselves to speculative risks against contracts already entered into for manufactured goods would seem to be the correct one. It is hardly possible to rely upon the theory propounded in many quarters that the price with the apparently progressive consumption in progress should remain for some considerable time in the neighbourhood of 10s., although there are no real indications, so far as statistics reveal, that it is likely to drop very much below that figure. The crax of the situation is the extent to which consumers have covered their requirements under the stimulus of the last upward move in prices, and this is a matter which it is exceedingly difficult to gauge. As usual when any reaction sets in all sorts of depressing arguments are adduced, such as the steady increase in production, excessive buying, falling off in consumption, and the reputed accumulation of stocks and the shipment of rubber from New York to Liverpool for resale. Taking production, a close examination of the progress made in producing countries does not suggest the possibility of any increase large enough to cause any abnormal accumulation of stocks, as these are still very reduced. A falling off in actual consumption, if only temporay, might occur later in the year in some industries, and would doubtless be a disturbing element; but, even so, it is argued, not unreasonably, that an eventual break to 8s. or less would serve merely o stimulate consumption in those sections of the trade where high prices had operated injuriously. There are possibly small quantities here and there, held speculatively, which may come on resale, but it is tolerably certain that America is not overstocked, and those well informed attach little importance to the small lots recently transferred from the other side of the

Athentic. It was only to be expected that the flacco at the rubber auctions last week should have caused much searching of heart among consumers and share speculators in connection with the actual relations of supply and demand. For this reason, if for no other, the Board of Trade returns have been very closely scanned in an attempt to fathom the actual postion, and ascertain exactly how things stand, and the result of analysis of the figures fails to reveal any reason for disquiet. (Why, is it, by the way, that the Board of Trade still adopts the archaic term "caoutchone" instead of the every day word "rubber" or indiarabber"?) The April returns of imports into this country of caoutahous or rubber give the total as 6,170 tons -a very large quantity indeed, due to no slight extent to unusually heavy arrivals during the month from Brazil. I hat the receipts of Para are not excessive, compared with former years. however, is amply reflected in the crop arrival figures, which are as follows:-

July 1, 1909, to April 30, 1910, 35,780 tons. July 1, 1908, to April 30, 1909, 34,180 tons. July 1, 1907, to April 30, 1908, 31,780 tons. Taking the United Kingdom imports during April, and deducting the exports, the following

comparative result is arrived at :-April April April 1908. 1909. 1910. Imperisof rubber 2983 3178 6170 tons,

Experts of rubber ... 1627 1551 2790 tons. Net quantity available...1356 1627 3380 tons. The excess in the available supply during last

month is thus seen to be very considerable, and it probably accounts in some measure for the reactionary tendency of the market for the orude product, but, as explained above, it arises very largely from abnormally heavy arrivals from the Amazon region, and the excess in supply is not reflected to anything like the same extent if the statistical position over the four completed months of the year be surveyed, as represented below:—

Jan.-April, Jan.-April, Jan.-April, 1908. 1909. 1910. Imports of rubber ... 12,658 16,921 tons. Exports of rubber 5,375 Net quantity available Average per

month ...

increase is not worth considering. Of During the manosuvres of 1889 a small course as time goes on supplies must expand, squadron was sent to defend Lough Swilly, and it would not be a bad thing for the trade with ground mines and otherwise; and as an generally if prices dropped several shillings, for a point is bound to be reached booner or later at which high prices check consumption. Just sea one night to reconnoitre, directly after dark, where this point lies there is no means of with orders to return into harbour at daylight.

THE TORMENTS OF

INDIGESTION

You have heard the old story of the torment of Tantalus? He was chained up to his neck in water, but he could never put his lips to it. Indigestion is worse than that. Some of its victims

themselves to eat and suffer fearful griping pains. Others have had headaches, bilious attacks, and the

horrors of constipation. All nervous, fit-for-nothing people you meet are suffering the torments of Indigestion ! Are you one of them? If so, Mother Seigel's Syrup is the remedy you

need. The medicinal, herbal extracts of which it is made will tone and strengthen your stomach, so that it can digest food; and they regulate the action of the liver and bowels. In this way, can't look at food. Some force Mother Seigel's Syrup will banish

the torments of Indigestion, make food nourish you, and give you the vigorous, cheerful

health you desire. Test it to-day! Mrs. & Mrs. Rodway, Hillesley, Wotton-under-Bdge, say:— We have known the value of Mother Seigel's Syrup for over 20 years, and have never known it fail to cure troubles of

MOTHER SCIGEL'S SYRUP

PLASMON—the FOOD.



Plasmon contains nearly four times as much proteid as fresh butcher's meat, and nearly 20 times as much as pure fresh milk." - Medical Press and Circular.

"We used Plasmon preparations continually during the National Antarctic Expedition, and one of our sledging parties practically lived on Plasmon."—Commander E. H. Shackleton, R.N.

Three years ago my wife could not take anything till Dr—advised me to get her Plasmon Food. Cocoa and Biscuits, and she simply lived on them for months. She is now better than she has ever been."-Mr. Foleshill, nr. Coventry.

PLASMON is used by the Royal Family.

Plasmon, Plasmon Cocoa, Plasmon Chooolate, and Plasmon Bisquits of all Chemists, Grocers, and Stores. Plasmon, Ltd., London.

COLEMAN'S

WINCARNIS, GREATEST TONIC THE WORLD. WHAT IT has done for OTHERS it will DO FOR YOU

Its refreshing and exhibitating effects are a revelation. to those who have never tried it before: "WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong. No. 22, Museum Road, Corner of Scochow Road, Shanghai. [714

the upward course will have been stayed. It is a far easier thing to dislocate a trade than to comrade, and the third boat returned to harbour rehabilitate it once the damage has been done; to report the situation, as the disabled boat was hence for this reason it would be a good thing round the corner and not in sight from the senior were the rise stayed whilst we are yet within officer's ship. Shortly afterwards No. 79 returnthe border-line of safety. There is still far ed and reported that she had carried away her forward buying in progress, and some good only hawser and failed to tow the disabled boat offers have lately been made for Ceylon crops, out of danger. The situation was critical, and and business over 1911 seems to have been immediate preparations were made for rescuing done at 72 rupess a pound, and for 1912 the disabled boat; but the commander of 79 was at 52 rupees. This betrays a very lively faith so keen to "have another try," notwithstanding in the buyers as to the maintenance of high that he had been up all night, that it was decided prices for a long time ahead, but too much to give the young sub-lieutenant a chance of importance should not be attached to basi- winning his spurs; so he was provided with a ness of this kind, for at the utmost it represents brand new hemp hawser and sent out again to nothing more than the opinion of a few men rescue his friend; which he did, and towed him who are no more free than their fellows of the safely into harbour. liability to make mistakes.

Denwen B

Giancing over the returns of supplies during the last ten years or so, it seems that there has been an average annual increase of about 6 per cent, all of which has passed into consumption, If it be assumed that the increase in consumption be maintained at this rate, then, taking the 1909 consumption at 75,000 tons, that of 1914 those who play to the gallery, it being sufficient for him to know that he had done his production during this and the next few years is a matter regarding which there is and must be considerable uncertainty, especially as regards the Middle East, the plantations there being in 1914 variously estimated to produce from 24,000 to 30,000 tons of rubber. If the higher figure be taken, and a moderate allowance be made for increased yields from other countries, it may be that, after all, there will not be a complete reversal of prevailing conditions of supply and demand even in 1914. Probably it is some such chain of reasoning as this which has induced certain buyers to make far forward purchases. -Evening Standard

OUR SAILOR KING.

The following letter to the editor of The Times was published on May 11th:-Sir,-Under the above heading you give a. brief sketch of the naval career of our present King, making special mention of the zeal and ability which he displayed whilst serving in his first proud command—Torpede-boat No. 79 -adding that, "The practical seamenship displayed in the torpedo-boat, manifesting both 7,447 tons. nerve and judgment, loubtless had its weight with the authorities," &c.

Perhaps it will interest your readers to hear 1,675 1,862 tons. of a specific act of good seamanship which his Compared with last year, the average in crease per month in the net quantity available is less than 200 tons—say, 2,400 tons a year—while compared with 1908 the the gunner.

ascertaining with the present knowledge that is a rough night, and whilst returning available, but it does exist all the same, and it towards the harbour, just after daylight, one of is earnestly to be hoped that before it is reached the three broke down and had to anchor close to a dead lee shore with a nasty sea on.

No. 79 immediately went to the rescue of her

It was a smart piece of seamanship; which would have done credit to an officer who had had a far wider experience in this sort of work than Prince George had then enjoyed. There were no special correspondents of newspapers present; and it was well known that the modest commander of No. 79 was not one of

duty, and done it well. May one add, with all due respect, that

perhaps his Majesty will make none the worse King for being a good sailer.-Your obedient

THE SENIOR OFFICER PRESENT. HONGKONG TIDE TABLE.

From June 10th to 18th, 1910.

54	04	Hongkoon	77.0	Hougkong	p ·
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HONGKONG METEUROLOGICAL, REGISTER.

	HONGEO	ng Uteervate	ory, June 9	à.
-		Provious Day	On Date at	On Date
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	Cather meeten	cq	eq .	2 0

Highest open air Temperature on 8th 87 Lowest open air Temperature on 8th 80

SHIPPING IN PORT.

STEAMERS. ALINE WOERMANN, British str., 1,449, J. D. Martin, 7th June-Saigon 2nd June, Rice and General - Chinese. Anghin, German str., 1,001, C. Kumpel, 2nd

June-Bangkok 26th May, Rice-Butter field & Swire. ANHUI, British str., 1,250, J. B. Harris, 29th May - Shanghai 26th May, General-Butterfield & Swire.

ASIA, British str., 2,936, Harry Gaukroger, 8th June-San Francisco 10th May, General and Mails-P. M. S.S. Co.

ATHOLL, British str., 3,140, S. L. Saxby, 7th - June-Keelung 11th May, General-Dodwell & Co. BINETHUAN, French str., 984 Ch...

Juno Qai-----gon 29th May, Rice and Flour-

Bujun Maru, Japanese str., 1,304, Y. Fuseno, 29th May—Shanghai 25th May, General— Osaka Shosen Kaisha. CHANGCHOW, British str., 1,234, Rus Lowos, 5th June-Saigon 1st June, General-

Butterfield & Swire. Cheongshing, British str., 1,265, Liddell, 7th
June—Tientsin 28th May, General—
Jardine, Matheson & Co. CHILDAR, N. rwegian st., 1,102, H. Nielsen.

5th June-Bangkok 30th May, Rice-Asgaard, Thoresen & Co. CHINKIANG, British str., 1,229, Kay, 4th June Saigon 31st May, Rics — Butterfield &

CHIVO MARU, Japanese str., 7,250, William Woodus Greene, 30th May San Francisco 3rd March, General—T. K. K. CHOW TAI, German str., 1,115, E. E. Gathemann, 4th June-Bangkok and Swatow

27th May, Rice and Wood-Butterfield & CHOYSANG, British str., 1,224, Courtney, 7th June-Swatow 6th June, General-Jardine, Matheson & Co.

CRAIGHALL, British str., 1,246, Low, 2nd June - Karetsu 28th May, Coal - Shewan, Tomes & Co. CRAIGVAR, British str., 2,874, B. C. Edmonds,

30th May-Manila 26th May. DAIJIN MARU, Jap. str., 899, Y. Kaburaki. 8th June-Swatow 7th June, General-Osaka Shosen Kaisha. FAUBANO, British str., 1,410, H. Malkin, 28th May Saigon 24th May, Rice-Jardine,

FOOKSANG, British str., 1,987, T. A. Mitchell, 7th June-Singapore 1st June, General-Jardine, Matheson & Co. GHAZEE, British str., 3,242, Cave, 8th June-Singapore 2nd June, General-Dodwell &

Matheson & Co.

HAIMON, French str., 636, E. de Catalano, 7th June-Haiphong 4th June, Rice and General-Messageries Maritimes. HAIYANO, British str., 1,362, A. E. Hodgins, 8th June-Foochow, Amoy and Swatow

7th Juge, General-Douglas, Lapraik & HANOI, French str., 639, J. Pannier, 31st May -Haiphong, Pakhoi and Kwang Chow Wan 27th May, General-A. R. Marty. HINSANG, British str., 1,536, A. G. Smith, 2nd June-Baigon 29th May, Rice and Paddy

-Chinese HONGWAN I, British str., 2,060, Hainsworth, 3rd June-Singapore 29th May, General-

HUE, French str., 742, Panier, 8th May-Haiphong 5th May, General-A. R. Ischia, Italian str., 2,784, G. Beldite, 5th June -Bombay, General-Carlowitz & Co.

KIANG CHING, Chinese str., 1,002, A. F. Brisander, 5th June-Chinklang 31st April, General-Tung Lee. KUMANO MARU, Japanese str., 3,147, M. Winckler, 7th June - Nagasaki 3rd June, General - Nippon Yusen Kaisha,

Kutsang, British str., 4.895, R. C. D. Bradley, 6th June-Moji 1st June, General-Jardine, Matheson & Co. KWANGLEE, Chinese str., 1,468, Leseven, 7th June-Shanghai 3rd June, General-C. M. S. N. Co.

KWANGSE, British str., 1,228, P. Cole, 4th June -Tsington 29th May, Salt-Butterfield & Swire. LOONG SANG, British str., 1,092, Z. Wheeler, 6th June-Manila 3rd June, General-

Jardine, Matheson & Co. LOYAL, German str., 1,237, R. Wegner, 1st June-Wakamatsu 25th May, Coal-Sander, Wieler & Co. MACHEW, German str., 995 Scheiding, 4th

June-Bangkok 28th May and Holhow 3rd June, Rice-Butterfield & Swire. MANCHE, French str., 1,281, Gary, 27th May-Saigon 23rd May, MARIE, German str., 1,169, Christiansen, 6th

May -Bangkok 31st May, Rice-Jebsen & MAUSANG, British str., 1,660, G. S. Weigall, 2nd June-Sandakan, 27th May, Timber -Jardine, Matheson & Co.

MISHIMA MARU, Japanese str., 5,770, A. E. Moses, 8th June-London 30th April, General-Nippon Yusen Kaisha. OCEANO, British str., 2,345, F. W. Davies, 28th May-Manila 25th May, General-Dodwell

OMURO MARU, Japanese str., 1,770, S. Takagi, 30th May-Port Arthur 23rd May, Coal-Mitsui Bussan Kaisba. PAKLAT, German str., 1.018, Jon. Wenyel, 6th

June Bangkok 30th May, Rice-Butterfield & Swire. PHUYEN, French str., 1.300, Vareni, 3rd June -Saigon 30th May, Rice-Bradley & Co.,

RUBI, British str., 1,619, A. Fraser, 6th June -Manila 4th June, General-Shewan, Tomes & Co. SALAHADJI, Dutch str., 1,237, T. Reedcher, 1st June-Balik Papan 24th May, General-

Asiatic. SARIE BANDJER, Chinese str. 667. J. Martin. 29th May-Singapore 22nd May, Wood and Iron-E. C. Wilds. SENEGAMBIA, German str., 3,780, Eckhorn, 7th June-Shanghai 3rd June, General-

Hamburg-Amerika Linie. SHANSI, British str., 2,650, E. J. Pottinger. 7th June-Tsington 2nd June, Salt and General - Butterfield & Swire. SINCORA, German str., 1,120. Fr. Minhwitz,

8th June-Bangkok 31st May, Rice-Norddeutscher Lloyd, SUISANG, British str., 1,267, Picknell, 2nd June-Chingwantao 28th May, Coal-

Jardine, Matheson & Co. SUVERIC, British str , 4,011, Cowley. 4th May-Seattle and Manila, Flour-Dodwell & Co. TACOMA MARU, Japanese str., 3,830, H. Yama-

mote, 8th June-Manile, P.I. 5th June, General - Osaka Shosen Kaislia. Wongkor, German str., 1,115, H. Hebetsen, 2nd June-Bangkok 27th May, Lice and Timber - Butterfield & Swire. YATSHING, British str., 1,424, S. G. Payne. 8th

June-Bangkok 2nd June, Rice-Jardine. Matheron & Co. YAWATA MARU, Japanese str., 2,703, K. B. Sakuma, 31st May-Moji 25th May, Coal

-Miteri Bussan Kaisha. BAILING VESSEL. Annow, British barque, 2,971, McIvor, 20th

May-Anjer 8th April, Kerosene Oil-Standard Oil Co.

FORTHCOMING EVENTS. Saturday, 11th June-Auction of Assorted. Manila Cigars at Sales Rooms, by Messrs. Hughes & Hough, 11 A.M.

SHIPPING.

AURIVALS. Hupen, British str., 1,205, Mathias, 9th June -Saigon 5th June, Rice-Butterfield & KUEICHOW, British str., 1,215, Hooker, 9th June-Suigen 5th June, Rice-Butterfield

Linan, British str., 1,350, Williams, 9th June -Shanghai 5th June, General-Butterfield

& Swire. YUNNAN, British str., 1,250, W. O. Jones, 9th June-Saigon 5th June, Rico-Butterfield & Swire.

CLEARANCES AT THE HARBOUR MASTER'S OFFICE

9th June. Chowtai, German str., for Bangkok. Fooksang, British str., for Shanghai. Ghazee, British str., for Shanghai. Kusichow, British str., for Canton. Kumano Maru, Japanose str., for Australia. Manche, French str., for Fort Bayard. Michima Maru, Japanese str., for Kobe. Phuyen, French str., for Saigon. Senegambia, German str., for Singapore.

> DEPARTURES. 9th June.

ARCADIA, British str., for Shanghai. BOURBON, French str., for Saigon. CHENAN, British str., for Shanghai. CHEONGSHING, British str., for Cauton. CHOSHUN MARU, Japanese str., for Swatow. FUKUI MARU, Japanese str., for Moji. GERMANIA, German str., for Shanghai HAKATA MARU, Jap. str., for Shanghai. Hopsang, British str., for Saigon. LIGHTNING, British str., for Singapore. RAJAH, German str., for Bangkok. Shaohsing, British str., for Shanghai. UNDA, British str., for Amoy. WINGSANG, British str., for Saigon YUNNAN, British str., for Hankow.

SHIPPING REPORTS. The British str. Hunch reports: Clear, fine and smooth, light S.E. wind.

VESSELS IN DOCK. June 9th. Kowloon Dock. - Union, S.M.S. Cormorant. Gloria, John Prentice, Sarie Bandjer, Ilha

TAIKOO DOCK-Suverie, Tai On, Callao.

Verde, Daijin Maru,

VESSELS EXPECTED.

THE INDIAN MAIL. The Indo-China str. Laisang from Calcutta and the Straits left Singapore for this port on-The 7th inst.

THE GERMAN MAIL. The I.G.M. str. Room, carrying the German Mails with dates from Berlin of the 18th ult., left Colombo on the 5th inst. a.m., and may be expected here on or about the 15th inst, p.m. THE AMERICAN MAIL.

The P.M. str. Mongolia left San Francisco on the 24th ultime for Hengkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due at this port on the 24th inst. The T.K.K. str. Tenyo Maru left San Fran-

cisco on the 31st ultimo, for Hongkong, via Honolulu, Japan and Shanghai, and is due to arrive here on the 28th inst. The P.M. str. Korea left San Francisco on the 7th instant, for Hongkong, via Japan and

THE AUSTRALIAN MAIL. The I.G.M. str. Cobbenz left Sydney on the or about the 26th inst.

Shanghai, and is due here on the 4th prox.

The E. & A. str. Aldenham left Sydney on .t' . 9th inst., for Queenslands ports, Manila and Hong kong.

THE CANADIAN MAIL.
The C.P.R. str. Empress of China arrived at Yokohania at 3.30 p.m. on the 8th inst., and left again at 7 p.m. same day for Kobe, where she arrived at 7 p.m. on the 9th inst.

MERCHANT STEAMERS. The T.K.K. str. Manshu Maru sailed from Moji to this port on the 3rd instant, at 9 a.m., and is due to arrrive here to-day. ——

The T.K.K. str. Hongkong Maru left Moji for this port on the 6th instant, at 6 a.m., and is due here to-morrow. The Mogul Line str. Lennox left United Kingdom on the 4th instant for Hongkong via

The Bank Line Ltd.'s str. Aymeric left Vancouver, B.C., on the 4th inst. for Hongkong via Japan ports. The N.Y.K. str. Awa Maru (American Line)

left Yokohama for this port via Kobe, Moji and Shenghai on the 30th ult., and is expected here on the 12th inst.

The H.-A. Linie str. Arabia left Singapora on the 8th inst., at 6 a.m., and may be expected

here on the 14th instant a.m. The H.-A. Linie str. Kowloon left Singapore on the 8th inst., at noon, and may be expected here on the 15th instant a.m. The O.S.K. str. Scattle Maru left Tacoma

for this port via Japan and Manila on the 28th ult., and is expected to arrive here on or about the 5th prox.

VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

FROM HONGHONG. TO-MORROW (SATURDAY), 11th JUNE, FOR VANCOUVER DIRECT.

To be followed by SUVERIC 18th June. KUMERIC ... 5th July.

AYMERIC ... 25th July. SUVERIC ... 23rd Aug. Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies.

For further information regarding rates of freight, etc., apply to CANADIAN PACIFIC RAILWAY Co.,

Hongkong, 27th May, 1910.

ADVERTISED

To ascertain the ancharage of any Vessels, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kewloon are marked "k," nearest Hongkong "h," midmay between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section. SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard.

DESTINATION.	VESSEL'S NAMES.	FLAG & BIG	Berty.	CAPTAIN.	FOR PREIGHT APPLY TO	TO DE DESPATORED
NDON, &C., VIA USUAL PORTS OF CALL	ABSAYE	Brit. str	200	Owen Jones, B.N.B.	P. & O. S. N. Co	To manuary of Name
NION & ANTWERITA' SINGAPORE, &c	BORNEO	Brit. str		W. H. S. Hall R.N.R.	P. & O. S. N. Co	About 15th fact
NUON, HOTTERDAM & ANTWERP	BRECONSHIRE	Brit. str	· 88	Tomlinson	JARDINE, MATHEBON, & Co., LD	About 20th inst.
TTERDAM, HAMBURG & ANTWERP. &c	SILVIA	Ger. ser	k, w.	Porselins	HAMBURG-AMERIKA LINIE	About middle of June.
TTERDAM, HAMBURG & ANTWERP, &c	SITHONIA	Ger. str	k. w.	Brenmer	HAMBURG-AMERIKA TINTE	About middle of July.
VRE & HAMBURG VIA STRAITS, &c	SURVIA	Ger. str. ,,.	k. w	Kotzte	HAMBURG-AMERIKA LINIE	On 19th inst.
IVEE & HAMBURG VIA STRAITS, &c	VV ERTPHATIA	Gier, star	k. w.		HAMBURG-AMERIKA LINIE	On 3rd July.
VRE & HAMBURG VIA STRAITS, &c	ARABIA	Ger. str	k. w.	140 440 484 444 AM	HAMBURG-AMERIKA TONIE	On 17th July,
VKE, & HAMBURG VIA STRAITS, &c	MECKLENBURG	Ger. str.	k. w.	Malchow	HAMBURG-AMERIKA LINIE	On 1st Aug.
RSEILLES. &C., VIA PORTS OF CALL	YARRA	Fren.str	1	Ristorcelli	MESSAGERIES MARITIMES	On 21st inst, at 1 P.M
ARSEILLES, COPENHAGEN & GOTHENBURG		Dan. str	2 21 8	ern bag ant bad und une	MELCHERS & Co	Middle of June
RSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C	KAMO MARU	Jap. str		F. L. Sommer.	NIPPON YUSEN KAISHA	On 22nd inst. at D'ligh
rseilles, London & Antwerp via Singapore, &c		Jap. str		A. Homma,	NIPPON YUSEN KAISHA	On 6th July, at D'light
REFILLES, LONDON & ANTWERP VIA SINGAPORE,&C.	MISHIMA MARU	Jap. str		A. E. Moses	NIPPON YUSEN KAISKA	On 20th July at D'ligh
PLES, GENOA. ALGIERS, GIBRALTAR, &C		Ger. str		1 45. Malchow.	MELCHERS & Co	On 16th inst. at Noon
IESTE, &c., va SINGAPORE, &c	E. F. FERDINAND	Aug, str		B. Cobol	SANDER, WIELER & Co,	On 28th inst
STON & NEW YORK	AFRICAN PRINCE	Am. str.		100 101 -4v 100 100 100 100	ARNHOLD, KARBERG & Co	On 14th inst.
W YORK, VIA SUEZ CANAL	INVERCLYDE	Brit. str.			JARDINE, MATHESON & Co., LD	
NCOUVER (DIRECT)	OCEANO	Brit. str		*** *** *** *** *** ***		To-morrow.
NUUUVEE VAASHANGHAIT JAPAN. Ac.	EMPRESS OF CRINA	Brit. atr		24		On 25th inst., at 6 P.M
NCOUVER VIA SHANGHAI, JAPAN, &c	MONTEAGLE	Brit. str	2 m.		CANADIAN PACIFIC B. Co	On 16th Aug. at Noon
CTORIA, VANCOUVER, B.C., TACOMA, &c.	OCEANO	Brit. str.	<u> </u>	F. W. Davies	DODWELL & Co., LTD.	To-morrow.
CTORIA, VANCOUVER, B.C., TACOMA, &C.	SUVERIC	Brit. str	Page 1		DODWELL & Co., LTD	On 18th inst
CTORIA, BC, & SEATTLE VIA KEELUNG, &C	AWA MARU	Jap. str.	_	S. Ishikawa	NIPPON YUSEN KAISHA	On 21st inst., at 4 P.M
CTORIA, B.C. & SEATTLE, VIA KEELUNG, &c.		Jap. str		K. Kawara	NIPPON YUBEN KAIBHA	On 19th July, at 4 P.M
CUMA VIA KEELUNG & JAPAN	TACOMA MARU	Jap. str	, a = 0	H. Yamamoto	OSAKA SHOSEN [KAISKA	O C
LAO IQUIQUE, &c., VIA JAPAN PORTS, &C	HONGKONG MARU	Jap. str			Toyo Kisen Kaigha	On 25th inst. at Noon
STRAIIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.		M. Winckler	NIPPON YUSEN KAISHA	To-day, at Noon
STRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str		D. Lenz	MELCHERS & Co	On 18th inst., at D'lis
STRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str	1 m.	L. Dawson	BUTTERFIELD & SWIPE	On 25th inst., at 4 P.M
STRAI IAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	- Pade	T. Sekine	NILPON YUSEN KAISHA	On Oth Tale of Man
BE & YOKOHAMA	KAGA MARU	Jap. str	-		NIPPON YUSEN KAISHA	On 23rd inst., at Noon
AUHAMA AND KOBE	CORLENZ	Car. str	_	H. Raegener	MELCHERS & Co	A hand post
GASAKI KOBE & YOKOHAMA	NYKKO MARIT	Jap. str	-	M. Yagi	White and a Whater The control of th	On 6th July, at Noon.
PAN	TILATIAP	Dut. str		Zwart	JAVA-CHINA-JAPAN LIJN	Quick despatch.
EFUU & TIENTSIN	KURICHOW	Brit. str l	1 m,	G. Hooker	A C	O. 1417
SNISIN VIA WEIHAIWEI	CHRONGSHING	Built ate		V. McClyonmt-Liddell	JARDINE, MATHESON & Co., LD	To-day, at 4 P.M.
INGHAL IOKOHAMA & KOBE	Nippon	Dan. str		100 100 100 100 100	MELCHERS & Co	Reginning of June
ANGHAI, KUBE & MOJI	FOORSANG	Brit. str			Jardine, Matheson & Co., Ld	To-day of Noon
ANGHAI	CHOYSANG	Brit. str	-	M. Courtney	JARDINE, MATHESON & Co., LD	To-morrow, at Noon.
ANGHAL	TITN'A M	Reit ate	1 m.	C. Lindbergh	BUITERFIELD & SWIRE	On 12th inst., at D'lie
ANGHAI, KOBE & YOKOHAMA	ARABIA	Ger. str	k. w.	Neumann	HAMBURG-AMERIKA TINIB	On 15th inst.
INGHAI, NAGASAKI KOBE & YOKOHAMA	ROON	Ger. str.	_	H. Rehm	MELCHERS & Co.	About 15th inst.
NGHAI	SZECHUEN	Brit. str.	1 m	Bidford	BUTTERFIELD & SWIEE	On 16th inst at 4 par
NGHAI.	HANGSANG	Brit. atr	· - ·	A. E. Sandbach	JARDINE, MATHESON & Co., LD	On 16th inst at 4 p w
INGHAI, MOJI, KOBE & YOKOHAMA	SONALE	Brit. str.	1 -	A. G. Cubitt, R.N.B.	P. & O. S. N. Co.	About 16th inst
INGHAI	CRINHUA	Brit. stri	-1 m.	A. Harris	BUTTERFIELD & SWIRE	On 19th inst- at Dilli
ANGHAI KUBE & YOKOHAMA	POMETN.	Marine of the	· · ·	Charbonnel	MESSAGERIES MARITIMES	On 20th ingt Par
INGHAL MUJI & ROBE	CEYLON MARU	Jap. str.	-	Freu. Pyne	NIPPON YUSEN KAISHA	On 22nd inst
THOUGHT VIA SWATOW. AMOY & FOUCHOW	BUJUN MARU	Jap. 8tr		T. PUSSIES	USAKA SHOSEN KAISHA	On 23rd inst. at 10 A
NGHAL.	DELTA	Brit. str.	-	D. ALTER STROM TO THE	P. & U. S. N. Co	About 23rd inst
NGHAI, KOBE & YOKOHAMA	MECKLENBURG	Ger. str	k, w.	*** ** ********************************	Hamburg-Amerika Linie	On 1st July
NGHAI	TJILIWONG	Dut. str		A. Pander	JAVA-CHINA-JAPAN LITAN	Onick descritch
ING VIA SWATUW & AMOY	SOSHU MARU	JAD. str	1 , ,	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 22nd inst. at 10 a
ISUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str	-	Y. Kaburaki	OBAKA SHOSEN KAISHA	On 12th inst. at 10 a
ATOW. AMOY & FOOCHOW	HAICHING	Brit. str	2 h.	W. C. Passmore	DOUGLAS LAPRAIR & Co	On 14th inst at 10 A
ATOW, AMOY & FOOCHOW	HAIYANG	Brit. str	2 h,	Troughes	DOUGLAS LAPRAIR & CO	To-morrow, at Noon
NILA	LOONGBANG	Brit. str	* . - 1, 1	B. J. Payne	JARDINE, MATHESON & Co., LD	To-der at 4 p w
NILA	Rusi	Brit. str		A. Fraser	SHEWAN, TOMES & Co	To-morrow at Noon
NILA Pat has not as and as	TAMING	Britatr.	1. m.	rennomaner	BUTTERFIELD & SWIRE	On 14th inst at 3 p.w.
NILA	YUENBANG	Brit. str	-	P. H. Kolte	JARDINE MATHESON & Co., Lo.	1 On 17th inst. at 4 p.m.
NILA see see see see see see	ZAFIRO	Brit. str.		R. Rodger	SHEWAN, TOMES & Co	On 18th inst at Man
BU & ILOILO	KAIFONG	Brit. str.	1 m.	Mathias.	BUTTERFIELD & SWIEE	On 19th land -4 7
NUAKAN	MAURANG	Brit str		Weigall	JABDINE, MATHESON & Co., Ld	On 12th test of Day
DAT & BANDAKAN	BORNEO	Ger. str	_	F. Sembill	MELCHERS & Co	Tend of T-
NUMBER PENANCE & CALCUTTA	EUTSANG	Brit. str	_	Bradley	JARDINE, MATHESON & Co., LD	To manual at Mr.
			7.7	1 (man 1997) 1 1 1 1 1 1 1 1 1	TEMPLETING MEDITEDUM OF CU, LID.;;	LU-MULTOW, BT NOOD.
MBAY VIA BINGAPORE & COLOMBO	COLOMBO MARU	Jap. str.	and the same	1 E. Comban	NIPPON VIOLEN KANNA	On 14th -1.
BAY VIA SINGAPORE & COLOMBO	COLOMBO MABU	Dut. str.		LE COMOSS	Nippon Yusen Kaisha Java-China-Japan Lijn	On 14th inst

4th inst., at noon, and may be expected here on NORDDEUTSCHER LLOYD. GERMAN MAIL LINES.

SHANGHAI, NAGASAKI, KOBE	"ROON" About Capt. H. REHM 15th June.
NAPLES, GENOA. ALCIERS, GIBRALTAR, SOUTHAMPTON, CANTWERP & HAMBURG	PRINZ EITEL FRIEDRICH" Thursday, 16t Capt. E. Malchow June, at Noor
MANILA, YAP, SAMARAI, NEW- GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" { Saturday, 18th Capt. D. Lenz { June, at D'light
ЧОКОНАМА & КОВЕ }	"CABLENZ" Capt. H. RAEGENER { About 28th June.
KUDAT & SANDAKAN	"BORNEO" { End of June.
For further Particulars, apply to NO	RDDEUTSCHER LLOYD.

Hongkong, 9th June, 1910. THE BANK LINE

MELCHERS & Co.,

GENERAL AGENTS HONGKONG & CHINA.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. VANCOUVER. TACOMA & SEATTLE

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steam	er. — Tone.	Captain.	To Sail on or About.
* SUVERIC * KUMERIC		F. S. Cowley	18th June.
AYMERIC SUVERIC	6,232 4,363 6,232	J. Mathie J. Boyd F. S. Cowley	26th July.

* This Steamer will not call at Shanghai.
These Steamers are specially titted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.

Hougkong, 9th June, 1910.

Queen's Buildings.

MESSAGERIES MARITIMES

FRENCH MAIL LINES. FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL. FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA

SHANGHAI.

FOR	STEAMERS	TOSATE.
SHANGHAI, KOBE & YOKOHAMA	"YARRA"	On 20th June, P.M. On 21st June,
SHANGHAI, KOBE &		On 4th July, P.M.
MARSEILLES VIA PORTS Transhipping on the Co.'s Steam Sombay and Australia; at Port Sa	Capt. Giuonnet	On 5th July, 1 P.M. olombo for Calcutta,

Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

Hongkong, 9th June, 1910.

P. THOMAS, AGENT, Queen's Building.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE, "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. From St. John, N.B. From Quebec. "EMPRESS OF CHINA" SAT., 25th June | "ALLEN LINE" FRIDAY, 22nd July "EMRPESS OF INDIA" SAT., 16th July | "EMPRESS OF IRELAND"FBL, 12th Aug. "EMPRESS OF JAPAN" SAT., 6th Aug. "ALLAN LINE"
"MONTEAGLE" TUESDAY, 16th Aug. FRIDAY, 2nd Sept. "EMPRESS OF CHINA" SAT., 27th Aug. | "EMPRESS OF BRITAIN" FRI., 23rd Sept "EMPRESS OF INDIA" SAT., 17th Sept. "ALLEN LINE" FRIDAY, 14th Oct Steamships leave HONGKONG at 6 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Sr. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy

through route to Europe.

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Hongkong to London, 1st Class via Conadian Atlantic Ports or New York £71.10

Intermediate on Steamers)

and 1st Class Railway

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members. of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. For further information, Mapa, Routes, Handbooks, Rates of Freight and Passage, apply to

O. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays, opposite Blake Pier

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE," aptain Owen Jodes, B.N.R., carrying His fajesty's Mails, will be despatched from this or Bombay, &c., on SATURDAY, the 11th une, 1910, at Noon, taking passengers and argo for the above ports in connection the Company's s.s. "PERSIA," 7,951 ons, from Colombo, passengers' accommodation which vessel is secured before departure om Hongkong,

Silk and Valuables, all cargo for France and 'ea for London (under arrangement) will be ranshipped at Colombo into the mail steamer proceeding direct to Marseilles and London, ther cargo for London, &c., will be conveyed ia Bombay by the R.M.S. "OCHANA," due London on the 10th July, 1910. Parcels will be received at this Office until P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT Superintendent.

Hongkong, 30th May, 1910.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. With Liberty to Call at the Malabar Coast

THE Steamship

"AFRICAN_PRINCE" vill be despatched for the above Ports or 'UESDAY, the 14th June, 1910. For Freight and Passage apply to ARNHOLD, KARBERG & Co.,

General Agents. Hongkong, 9th June, 1910.

SHIRE" LINE OF STEAMERS, LTD. FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"BRECONSHIRE," aptain Tomlinson, will be despatched as abov n or about the 20th June. For Freight or Passage, apply to JARDINE, MATHESON & Co., LD., Hongkong, 3ist May, 1910.

INVER" LINE OF STEAMERS, LTD. FOR NEW YORK VIA SUEZ CANAL.

THE Steamship,

"INVERCLYDE," apt. Alexander, will be despatched as above n SATURDAY, the 25th inst. For Freight apply to JARDINE, MATHESON & Co., LTD.

Hongkong, 7th June, 1910.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZIT to PERSIAN GULF, RED SEA, BLACK

SEA, LEVANT, VENICE, and ADRIATIC PORTS). THE Company's Steamship

"E. FRANZ FERDINAND." Captain Cobol, will be despatched as above on TUESDAY, the 28th June. This Steamer has splendid accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor and stewardess. For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents. Princes' Buildings. Hongkong, 1st June, 1910.

Gutler, Palmer & Go.'s



SPECIAL

Gutler, Palmer & Co., London. AGENTS

SIEMSSEN & CO.,

PENINSULAR

STEAM NAVIGATION COMPANY.

	45.1	FOR	STEAMERS	TO SAIL	REMARKS
	LONDON VI	IA USUAL PORT	a) ASSAYE	R.N.R June	See Special Advertisement.
	ANG CO	LOMBO, POR	Capt. W. H. S. Hal	l June	Passage.
	SHANGHAI and YOKO	, MOJI, KOBE HAMA	BOMALI	About 16s	Pasage.
	SHANGHAI		DELTA Capt. B. W. H. Sno	w } About 23rd June	Freight and Passage.
	For	further Particula	ers, apply to		
•	1			E. A. HI	
	Hongkong	, 9th June, 1910.		Superin	remusare 1
	3				

CHINA NAVIGATION CO., LD.

•	TON.	BIKAMERS	TO GATT.
	SHANGHAI	"TINAN"	O- 100 T Table 1
	MANITA	A IN A WALLAND OF THE PROPERTY AND THE	On 12th June, D'light
	CHEFUU & TIENTSIN	"KUEICHOW"	On 1/41 Tone 4
	CHEFOO & TIENTSIN SHANGHAI CEBU & ILOILO	" CITE CITETITE IN III	Ou 14cm June, 4 P.M.
	ANDTE D. TT ATT A	DYPOHORN *******	On 16th June, 4 P.W.
	BHANGHAI	" CILITATELITA "	OH TOOK DAME, O P.M.
	MANTEA DANGOLATOA MITTER	CHINALUA	On 19th June. D'light
	ALAUTIA, ZAMBUANGA, THUKS-		
	MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE SYDNEY & MELBOURNE		
	CATRIJE POWNGUILLE POTO	"TAIYUAN"	On 95th Inna dinas
	DALLING, TOWNS VILLE, DRIS.	Aumel Hillstrehlett	OH LOVE SHEE, 4 P.M.
		, and the second	
	DIRECT SAILINGS TO	TOTAL TITLETON	
	PINDOT BATHINGS TO	MADL RIVER, TWICE	Weekly.

S.S. "LINTAN" and S.S. "SANUL" AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHEVAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Salcon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangteze and Northern China Ports. N.B.-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.

For Freight or Passage apply to-BUTTERFIELD & SWIRE, Hongkong, 10th June, 1910 AGENTS.

INDO-CHINA S. NAV. CO., LD.

	AN CERTAIN OF	TT TATAL TIPLAST WAY			
	THOUSECTED SW	TTINGS EROW HO	NGKONG (SUBJE	OT TO ALTERATION.)	
	ARCHIA MOTETA TO		STEAMERS	TO BAIL.	
	LEGRANGHAT, KO	DRE & MOJI	"FOOKSANG"	Friday, 10th June, Noon.	
9	TIENTSIN WYA	WEITS A TURNE	O CITTO ATO OTTER	TAINON TOUR DELIES, MOOH,	
4	+ SHANGHAT		4 ATTANEO A SYNT	Saturday, 11th June, 4 P.M.	
110				MOTOR LICH IMAGE BLOCK	
	SANDAKAN		AL THE A TYPE A STATE OF	Sunday, 12th June, D'light,	
- 2	4 OTTANOUTAT	* * * * * * * * * * * * * * * * * * * *	"MAUSANG"	Sunday, 12th June. D'light.	
1			II LA A DILLEZ A RILLIE	OH	
- 1	# MANTEA		A ALTERIATOR & ALTON OF THE	Thursday, tota Jane, 4 P.M.	ï
		2 - 4 2 4 4 4 4 4 4 4 4 4 4 4 5 5 5 5 5 6 6 6 6	"IUENSANG"	Friday, 17th June, 4 P.M.	,
		RETURN TO	URS TO JA	The A ST	
		TOTAL TOTAL	UND TU A	I PAN	

OCCUPYING 24 DAYS. The Steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hougkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout

with Electric Light. † Taking Cargo on through Bills of Lading to Yangtaze Ports, Chefoo, Tientsin & Newchwang I Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simperna, Twao, Usukan, Jesselton and Labuan.

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Hongkong, 9th June, 1910. GENERAL MANAGER

DOUGLAS STEAMSHIP CO., LIMITED.

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HIGHEST CLASS-FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE. STRAMERS LEAVING.

"HAIYANG," SWATOW, AMOY and (SATURDAY, 11th June, Capt. A. E. Hodgins FOOCHOW. at Noon. HAICHING" SWATOW, AMOY and TUESDAY, 14th June. Capt. W. C. Passmore FOOCHOW. at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to-

DOUGLAS, LAPRAIK & Co.,

Hongkong, 9th June, 1910.

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GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

SHANGHAI, YOKOHAMA and KOBE "NIPPON" Beginning of June. MARSEILLES, COPENHAGEN and } "CANTON" Middle of June.

For Further Particulars apply to Hongkong, 21st May, 1910.

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ORIENTAL HAMBURG-AMERIKA HAMBURG.

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Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

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MAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marselles, Genon, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports

Also vis Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For Shanghai, Kobn & Yokohama: S.S. ARABIA ... 15th June. 8.8. MECKLENBURG . 1st July. 8.8. SCANDIA ... 14th July. 8.8. SAXONIA ... 28th July. S.S. SPEZIA

FOR HAVEN & HAMBURG: S.S. SUEVIA.... 19th June. FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. ARCADIA ... About end of June. FOR HAVRE & HAMBURG: S.S. WESTPHALIA ... 3rd July. FOR ROTTERDAM, HAMEURG & ANTWERP: S.S. SITHONIA ... About middle of July FOR HAVRE & HAMBURG: S.S. ARABIA 17th July. FOR HAVEE & HAMBURG:

HOMEWARD,

S.S. MECKLENBURG ... 1st Aug. Further Particulars, apply to-

... 12th Aug.

HAMBURG-AMERIKA Hongkong, 1st June, 1910. Hongkong Office.

AMERICAN SOUTH

REGULAR STRAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. HONGKONG MARU ... 11,000 tons gross ... Sail June 25th, at Noon. S.S. KIYO MARU S.S. BUYO MARU 10,500 11,000 11,000 Dec. 21st, at Noon. For particulars apply to N. YAMADA, Acting M. nager. TOYO KISEN KAISHA. King's Building. Hangkong, 31st January, 1910.

NIPPON USEN KAISHA.



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAMINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATIONS

STRAMERS. SAILING DATES.

MARSEILLES, LONDON and ANTWERP, via SINGA-AKI MARU PENANG, PORE. Capt. K. Homma, COLOMBO and PORT

KAMO MARU WED'DAY, 22nd June, at Daylight. Capt. F. L. Sommer, 9,000 WED'DAY, 6th 7,000 July, at Daylight MISHIMA MARU WED'DAY, 20th Capt. A. E. Moses, July, at Daylight.

VICTORIA B.C. & SEATTLE

S KAMAKURA MARU SATURDAY, 18th Capt. J. Nagao, VICTORIA, B.C. and S AWA MARU TUESDAY, 21st

SEATTLE, via KEELUNG. SHANGHAI, MOJI, KOBE, YOKKAICHI and SHIMIZU **УОКОНАМА** SYDNEY and MELBOURNE

INABA MARU Capt. K. Kawara, KUMANO MARU via MANILA, THURSDAY Capt. M. Winckler, 6,050 ISLAND, TOWNSVILLE) YAWATA MARII

June, at 4 P.M. TUESDAY, 19th July, at 4 P.M. FRIDAY, 10th June, at Noon.

FRIDAY, 8th July,

at Noon.

TUESDAY, 14th

and BRISBANE Capt. T. Sekine. 5,000 BOMBAY via SINGAPORES COLOMBO MARU and COLOMBO Capt. E. Combes,

5,000 SHANGHAI, MOJI and CEYLON MARU WED'DAY, 22nd Capt. Fred. Pyne, 7,000 June.

KOBE and YOKOHAMA

KAGA MARU Capt.

Capt. S. Ishikawa,

THURSDAY, 23rd June, at Noon.

NAGASAKI, KOBE and NIKKO MARU YOKOHAMA ...

Capt. M. Yagi,

WED'DAY, 6th July, at Noon,

CHEAPEST SUMMER RATES

HONGKONG AND JAPAN PORTS.

BETWEEN

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS. Yokohama Return. Kobe Return. Moji Return. Nagasaki Return. 1st CLASS

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With Optica of rail between Calling Ports in Japan.

Fitted with New System of Wireless Telegraphy. ‡ Cargo only. Carries Deck Passengers. † Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GEEAT NORTHERN and NORTHERN PACIFIC RAYLWAYS and Atlantic Steamers, Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's

Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 23rd May, 1910.

Hongkong, 6th June, 1910

T. KUSUMOTO, MANAGER [13-125

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE
RUBI ZAFIRO	2540 2540	A Fraser R. Rodger	Manila	On 11th June, Noon On 18th June, Noon.
For Freight or	Passage uni	alv to		W TOWER A CO

STEAMSHIP

REGULAR THREE-WEEKLY SERVICE BETWEEN

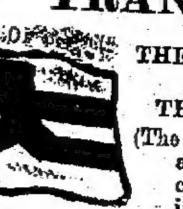
The second second	81		ND JAPAN.	
STEAMER	FROM	ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	First half of June	JAVA	First half of June
TJIBODAS	JAPAN	First half of June	JAVA	First half of
TJILATJAP	JAVA	Second half of June	JAPAN	June Second half of
TJILIWONG	JAVA	Second half of June	SHANGHAI	June Second half of
TJIMAHI	JAYA	First half of July	JAPAN	First half of
TJIKINI	JAVA	Second half of July	SHANGHAI	July Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading. For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN. York Buildings, 1st Figor. Telephone No. 375.

Hongkong, 7th June, 1916. SHOSEN

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THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico.

	and South Hinerica,		- X.
FOR	STEAMERS	Tons (Gross reg.)	LHAVES.
PACOMA VIA KEELUNG, MOJI, KOBE and YOKO.	"TACOMA MARU"	6.178	WED'DAY, 15th June, at Noon.
HAMA	"PANAMA MARU" Capt. T. Agata	3	WED'DAY, 29th

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels, Special attention given towards Express connection.

HONGKONG, SOUTH CHIN	NA COAST PORTS &	FORMUSA SERVICE
FOR	STEAMBRS.	LRAVES.
TAMSUI VIA SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 12th June, at 10 A.M.
ANPING VIA SWATOW	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 22nd June, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. Fuseno	THURSDAY, 23rd June at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910. Fair Speed. Superior Passenger Accommodation. Electric Light throughout. The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

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MANAGER THOS. COOK & SON

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STEAMERS PASSED THE CANAL May 17th-Nile, Arabia. 24th-Benlarig, Cardiganshire, Kaisow, Kintuck, Palma, Peiho, Poonx, Roon, Somali, Soyo Maru, Wray Castle. 27th-Alcinous, Kaga Maru, Polyphemus, Tonkin, Verona, 31st-Brasilia, Glenesk. 3rd-Ambria, Braemar, C. Ferd. Lacisz, Deucalion, Machaon, Salazie, Sardinia, Silesia, Soyo Maru, Teucer, Inverie, Java. 7th-

Benvorlich, Ching Wo, Luctzow, Foreric. ARRIVALS AT HOME. June 7th Glamorganshire, Goeben, Konang Bi, Indravelli

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20th and	21st May.		To-day.	Авзаус.
	FOR	Alexander Control	PER	DATE.
Fort Bayard and I Shanghai, Kobe a Manila, Thursday,	nd Moji 📖	a, Cairns,		Friday, 10th, 9.00 A M Friday, 10th, 11.00 A M
Townsville, Br Launceston, N	isbane, Sydney, ew Zealand, M in, Perth, and I	Hobart, [[elbourné, [Kumano Maru	
Bangkok	146		Childar	Friday, 10th, 1.00 P M Friday, 10th, 1.15 P M
Macao Weihaiwei and Ti	entsin	444 444	Cheongshing	Friday, 10th, 3.00 P M
Manila			Loongsang	Friday, 10th, 3.00 P M Saturday, 11th,
		4		Printed Matterand Sam-
KEELUNG, SHAN	GHAI NAGASAK	і, Кове,		ples 9.00 A H
Honolulu & S	SHIMIDZU, YU	KOHAMA,		Registration 9.00 A M (Registration with late
(Supplementary	y mail on board	up to the	Chiyo Maru	fee of 10 cents up to
time fixed	for departure of	the mail.		9.30 A.M.) Registration, Kowloon
STRERIAN	ge 10 cents.) MAIL TO EUROI	E		B. O 9.00 A M
				No late fee. Letters 10.00 A M
Swatow and Shang	hai		Choysang	7147. 10 00 a se
Shanghai, Moji, K	obe, Yokohama,	Victoria,	Oceano	Sofunday 11th 10.00 A M
Vancouver and Bwatow, Amoy and	Tacoma	j	Haiyang	C.4
Manila			Rubi	Saturday, 11th, 10.00 A M
S ngapore, Penang	and Bombay	444	Ischia	Saturday, 11th, 10.0C AM

SAVE 75 per cent.

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EXCHANGE CLOSING QUOTATIONS

4	June 96lk	
	ON LICKDON :	
	Telegraphic Transfor	
	A A MALE ARRIVE ARTHUR AND A TOTAL ARTHUR AR	
	Bank Bills, at 30 days' sight 1/9	
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	ON PARIS (
	Bablt Bills, or demand	
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	ON NAW YARD	
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	NOTABBIGNS, Mank's Envisor Data 211 15	
	WYNY MAAK. ILBITTIA, DAY TAKI QEODA	
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-	per cent	

SHARE LIST.—QUOTATIONS.

Hongkong, June 9th, 1910.

	1		1	
Stocks.	NO, OF SHARES.	VALUE.	PAID UP	CLOBING QUOTA
BANES.				18.0
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$940, sales £90.
National Bank of Chins, Limited	99,925	£7	£6	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers
China Bornec Company, Limited	60,000 50,000	\$12	\$12	\$101, sellers
China Light and Power Company, Limited.	50,000	\$10 \$1	\$10 \$1	\$2, sellers
China Provident, Loan & Mortgage Co., Ld COTTON MILLS.—	200,000	\$10	\$10	£8½, sales
Ewo Cotton Spin's. & Weaving Co., Ld.	20,000	Tla. 50	Tls. 50	Tis. 130.
Hongkong Cotton Spinning Co., Ld. International Cotton Manufing Co., Ld.	125,000 10,000	Tls. 75	Tls. 75	\$64, sellera Tls. 624.
Laou-Kung-Mow C. Spin & Weav. Co., Ld Soy Chee Cotton Spinuing Co., Limited	8,000	Tls. 100	Tls. 100	Tls. 73.
Dairy Farm Company, Limited	2,000 40,000	Tls, 500	Tis. 500	Tls. 250.
DOCKS AND WHARVES,—	and figures.	\$71	\$6	\$19, anles
H'kong & Kowloon Wharf & G. Co., Ld. Hongkong and Whampon Dock Co., Ld.	60,000 50,000	\$50 \$69	all	858, sales 858, sellers
New Amoy Dock Co., Limited Shanghai Dock and Engineering Co., Ld	10,000	864	\$6≩	89, sellers
Shanghai and Hongkew W! arf Co., Ld	55,700 36,000	Tls. 100	Tls. 100	Tls. 76. Tls. 122.
Lenwick & Co., Limited	18,000	\$25	\$25	\$10, soflers
Green Island Cement Co., Limited	400,000	\$10	810	\$7‡, sellers
Hongkong and China Gas Co., Limited Hongkong Electric Co., Limited	7,000	£10	all	\$205.
Hongkong Hotel Company, Limited	60,000	310	\$10 \$50	\$20, sellers \$107\$.
Hongkong Ice Company, Limited	8,000 5,000	\$50 \$25	¥25	£83½.
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all all	\$160, sellers \$214, sellers
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$177 <u>4</u> .
China Fire Insurance Co., Limited	20,000	8100	\$20	3115, buyers
China Traders Insurance Co., Limited. Hougkong Fire Insurance Co., Limited	24,000 8,000	\$83.33 \$250	\$25 \$50	187 <u>1</u> . 3347, buyers
North-China Insurance Co., Limited Union Insurance Society, Limited	10,000	£15	£5	Tis. 110, sellers
Yangteze Insurance Association, Limited	12,400 12,000	\$250 \$100	\$100 \$60	\$820, sellers \$236.
Hongkong Land Invest, Agency Co., Ld.	50,000	\$100	\$100	
Humphreys' Estate and Finance Co., Ld.	150,000	\$10	all	\$102, sellers 283.
Kowloon Land and Building Co., Ld Shanghai Land Investment Co., Limited	78,000	750 Tis. 50	Tls. 50	\$31½, buyers Tis. 107.
West Point Building Co., Limited	12,500	\$50	\$50	\$40, sellers
SocietéFrançaise desCaarb'ges du Tookin	16,000	Fca. 250	all	£625.
Raub Australian Gold MiningCo., Ld	200,000	£1	18/10	\$72, sellers
Peak Tramways Co., Limited	25,000 50,000	\$10 \$10		\$144, x.d. \$1.50, x.d., bay.
Philippine Co., Limited	75,000	510	\$10	10, buyers
China Sugar Refining Co., Limited	20,000	\$100	nll	\$170, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100		\$28, sellers
Robinson Piano Co., Limited	4,000	550	\$50	\$50, sellers
China and Manila Steamship Co., Ld Douglas Steamship Co., Limited	30,000	\$25		E8, sellers
Hongkong, Canton & Macao S.B. Co., Ld.	20,000 80,000	\$50 \$15	815	N3, sellers 29½, sellers
	60,000 pref.	£5	all -	50 cal [L'don
Shell Transport & Trading Co., Limited.	60,000 dof. 2,000,000	£1	£1	93/- £6.10.
Star Ferry Company, Limited	10,000	\$10 \$10	\$10 \$5	\$24 1 . 2 \$14, sellers
Steam Laundry Company, Limited	6,000	₹25	\$25	25, buyers
STORES AND DISPENSARIES.	20,000	\$5	\$5 \$	5, buyers
Campbell, Moore & Co., Limited Wm. Powell, Limited	1,200 15,000	\$10 \$7		10. 3. sellera
Watkins, Limited A. S. Watson & Co., Limited	10,000	\$10	£10	3, x.d. sellers
Weissmann, Limited	90,000 3,000	\$10 \$10	\$10 \$	6, x.d. buyers 10, buyers
	,900 ordy,	\$10 \$10	\$4 \$	111, sellers
Union Waterboat Co., Limited RUBBERS.—	100 fders 50,000	\$10	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	300. 9, aellers
Singapore and Johores			- S	20 (Str.)
Balgownies	-104		- \$	20 (Sts.)
Allagars	7.7	<u> </u>	_ 6	48 (Ste.) /6
Ang o Malays Castlefields, fully paid				7/6
Highlands and Lowlands				25/-
Kusla Lumpur			_ 9	· prem,
Ledbury's				0/-
Sapongs		7	<u> </u>	7/6
Shelfords Sungei-Kapars		3/4		P. S. S. P. S.
United Serdangs Bukit Kajangs	· — · · ·			0/-
Eastern and International			- 32	6 prem.
London Ventures		_	5/0 - 7/	
Merlemans			I 7	
Batu Tigas	10 mm	- B .		A Salver Post

Amount.

Tla. 767,200

SIEMSSEN & CO.

Hongkong.

Machinery Dept.

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Lahmeyer Werke,
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OPIUM. June 4th.	MUNZER
Quotations are :—	
Maiwa New #2,100/2,120 per piou!	
Malwa Old \$2,130/2,140	
Malwa Older 32,150/2,160 "	사는 경기자들은 열차 그리고 말하는 그리고 있다면 그리고 있다.
Malwa V. Old \$2,170/2,200	BILS.
Persian fine quality \$1,400/1,500 \$2,200	Market all artists and to be destroy afragilia stable a
Patna New 22,035 per chest	DATEMAN
Patna Old Benarce New \$2,350 Benarce Old	BORDEAUX. CLARETS AND COGNACS.
MESSES. FALCONER & CO.'S REGISTER.	DEALERIS AND CUGNAUS.
June 9th.	FOR AGERCY APPLY TO
Barometer 9 A.M. 29 85 Therm. (Wetbulb) 9 A.B. 78	
Barometer 1 r.m., 29.82 Therm. (Wetbulb) 1 p. 70	HUGO C. A. FROMM,
Barometer 4 P.M. 29 80 Therm (Wetbulb) 4 P.M.79	TIOUU U. N. I HUNING
Thermom. 9 A.M. 82 Therm. Maximum 83	
Thermom. 1 r.m. 83 Therm, Minimum ov. r	HAMBURG.
Therosom 4 r.w. 83 night 81	4991
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